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Phalguna 11, 1882 (Saka)

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(Thirteenth Session)

सत्यमेव जयते

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LOK SABHA

Thursday, March 2, 1961/Phalguna 11, 1882 (Saka).

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*].

Indian Sports Teams Going Abroad

*474. **Shri Rameshwar Tantia:** Will the Minister of **Education** be pleased to state:

(a) the total amount spent in foreign exchange during 1960 for the sports teams which went to participate in other countries;

(b) the method of selection of the teams; and

(c) whether Government are satisfied with their achievements?

The Minister of Education (Dr. K. L. Shrimali): (a) Rupees three lakhs seventy seven thousand seven hundred and thirty.

(b) The teams were selected by the Selection Committees of the National Sports Federations.

(c) A Committee of the All India Council of Sports is studying this question.

Shri Rameshwar Tantia: May I know whether there is a general dissatisfaction in the press and in the country about the selection, and if so,

whether Government are adopting some other methods for selection?

Dr. K. L. Shrimali: There has certainly been dissatisfaction in the press, and we should await the report of the Jaipal Singh Committee.

Shri Rameshwar Tantia: May I know whether it is a fact that in the Olympics Hockey Team, instead of 18 persons, which is the maximum number, 20 persons were sent, and if so, why?

Dr. K. L. Shrimali: That also is true. All these matters are being examined by the committee.

Shri S. M. Banerjee: May I know whether it is a fact that because of less foreign exchange, many good players could not participate or could not be included in the team, and if so, the reasons why in those cases foreign exchange was not sanctioned?

Dr. K. L. Shrimali: No, that is not true. All good players who could make any contribution were sent. In fact, the general opinion is that a larger number went than should really have gone.

Shri Indrajit Gupta: May I know why, in view of this continuing crisis of foreign exchange, so many non-players were sent?

Dr. K. L. Shrimali: This question was examined by the Sports Council, and the selections were made by the Selection Committees. If we have to participate in the international Olympics, we have to send some contingent. Of course, it is for the Council to decide not to send anybody. That, I think, would be unfortunate. But whether there were too many or the numbers were too small is a matter

of opinion, and opinion can differ on this subject. Anyway, this question is being looked into by this committee, and I would request hon. Members to await the report of this committee.

Shri Tyagi: May I know how much of this amount was shared by Government? Did the Sports Council contribute anything by way of funds for this expenditure?

Dr. K. L. Shrimali: The total amount of Rs. 3,77,730 spent in foreign exchange during 1960 calendar year covers the expenditure incurred by Government, Sports Federations and individuals. For Olympics, 1960, the Government of India had given a grant of Rs. 2,39,690 to the Indian Olympics Association, which included an amount of Rs. 1,41,150 in foreign exchange, and the rest was to be met by the Olympics.

Shri Jaipal Singh: May I crave your indulgence? I happen to be the subject of the supplementary questions, or rather the object of the supplementary questions, if I might put it that way. There has been a great deal of feeling, and there is a certain amount of kite-flying in the press. So, I would request hon. Members to be a little patient. The committee has not been able to work, because it cannot work in a vacuum. We are still awaiting the report from the *Chef-de-Mission* in Rome about whatever went right and whatever went wrong, and Government are waiting for the accounts also. Unless we have something to start on, I do hope hon. Members will not accuse me of not getting on with the job.

Dr. K. L. Shrimali: The hon. Member is the chairman of this committee. If he has any difficulty in this matter either in getting the facts or in getting the necessary data or in collecting the necessary material, he would kindly let me know, and the Government of India will give him full support in making all these investigations.

Shri Jaipal Singh: I have no complaints.

Political Rights of Employees in Public Undertakings

*475. **Shri Harish Chandra Mathur:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether political rights of the employees in public undertakings correspond to that of those in Government service;

(b) whether there is a uniform code of conduct for employees of public undertakings;

(c) if so, whether a copy of the same will be laid on the Table; and

(d) whether any guidance has been given by Home Ministry to the various undertakings in the matter?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) This is so in some cases, and not in others.

(b) There is no uniformity at present.

(c) Does not arise.

(d) Yes.

Shri Harish Chandra Mathur: The reply that has been given by the hon. Minister is no answer to my question at all. In part (a) of the question, I have asked what the difference between these employees and the Government servant is. The hon. Minister has only said that it is so in some cases and not in others. Part (d) of the question reads:

> "whether any guidance has been given by Home Ministry to the various undertakings in the matter?".

What is the guidance that has been given?

Shri Datar: The guidance is that as far as possible they should have no political rights in the sense of participating in political activities or help-

ing them in any manner whatsoever. That is the position so far as those political rights are concerned; the right to vote has been preserved.

Shri Harish Chandra Mathur: May I know whether this entire question has at all been examined by any expert committee or whether certain instructions have been issued only in a casual manner by the Home Ministry?

Shri Datar: May I point out that this question has been under constant examination? I may also point out that in those undertakings which are either run departmentally by Government or where the finances are solely those of Government, the rules are the same as the Government Servants' Conduct Rules. In other cases wherever there are public undertakings, statutory or otherwise, then, what is required is that the governing bodies have generally to accept this position.

Shri Tyagi: In the absence of any law made by Parliament, how can these people who do not belong directly to Government service be disqualified from offering themselves as candidates for the legislatures?

Shri Datar: I may point out that this question has been discussed by the recent Pay Commission also, and they have made certain recommendations which may kindly be noted. They have stated that:

> "....change or relaxation in the existing restrictions on the political rights of civil servants would not be in the public interest, or in the interest of the employees themselves.".

Some Hon. Members *rose*—

Mr. Speaker: Hon. Members forget that we are working under a system which we have copied from Great Britain. It is true that in the East European countries and even in the democratic country of America, changes are effected, as soon as the President goes; the entire Administration changes. We have not copied that here, though we have copied the rest of the things. If the civil services, on whom we are depending, whoever might be the Minister in power, are allowed to interfere, I do not know what will happen. But, anyhow, that is too big a matter. If hon. Members want to have that, and they want to give them power, let them discuss this matter of policy. I have no objection. But it cannot be settled on a question.

The policy here, as I understand it, is that the Government servants will not be allowed to take part directly or indirectly in politics. The only exception is that they are entitled to vote.

Now, next question.

Some hon. Members *rose*—

Mr. Speaker: Order, order. I have made up my mind not to allow any further questions on this. This is too big a matter. If hon. Members wants to change the Government servants' Conduct Rules, it is open to them to do, so. This House is supreme, and they can do anything, and they can make the Minister work there and also again be the Minister here simultaneously; I have no objection.

Shri M. L. Dwivedi: May I ask a question? You had called me earlier. It is a very important question. It is about something else, not in that same connection.

Mr. Speaker: Order, order. Next question.

Shri Harish Chandra Mathur: I have to make a submission regarding the observations made by you. While making these observations it is none of our intention to force Government to adopt this policy or that policy While making your observations, you, Sir, quoted U.K. and also the U.S.A.

I say that even in U.K., they have examined this question and very recently, they have come to some conclusions.

Mr. Speaker: My only point was this. It is not one of first impression. The matter has been coming up from time to time, again and again. This time, one of the Members belonging to the ruling party himself has raised that matter, whereas previously, it used to be raised normally by the Members belonging to the other parties, as to why these employees are not allowed these political rights. Now that the whole House seems to be interested in this matter, I shall give hon. Members an opportunity during the various debates. If they want that Government servants should take part in politics, by all means, let there be an enunciation of the principle. All that I asked was: am I to allow further questions or not on this? That is my point here. I am not in favour or against the guiding principle, as I understood it. I have absolutely no colour, no political affiliation. Therefore, I am absolutely in favour of all politicians being both the workmen and also Ministers here. I have no objection. But let not the time of the House during Question Hour be taken up for this, for settling or unsettling a matter of policy. Next question. (*Interruptions*).

Shri Harish Chandra Mathur: My intention is not that.....

Mr. Speaker: I know the hon. Member's intention is not that. But it has produced that effect.

Shri S. M. Banerjee: On a point of clarification.

Mr. Speaker: Leave all that alone. I will allow an opportunity to discuss this during the debates.

Shri S. M. Banerjee: I only want a clarification.

Mr. Speaker: No, no.

Shri S. M. Banerjee: You just stated that this House can possibly discuss this matter. My submission is that whenever the rules governing service conditions of the employees are framed, this House is not given an opportunity to discuss them. That is my point. Your intention is that we should discuss the matter before the rules are framed.

Mr. Speaker: Order, order. There are some statutory rules which when framed have under the statute to be placed on the Table of the House for a fortnight or so so that the House may have an opportunity to modify or amend or accept or even not accept them. So far as other rules are concerned, there is no such obligation. But it is always open to hon. Members to table a Resolution or bring it up by way of a question. If a question is too small a means to discuss it, they can ask for a discussion. They know how to bring up a matter for discussion. Any matter relating to the executive authority or any executive action can be brought up before the House. The only question will be whether it is of sufficient public importance or not and whether it can be discussed. We have absolute jurisdiction over all acts of the executive.

संस्कृत शिक्षण संस्थायें

*४७६. **श्री प्रकाश वीर शास्त्री:** क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) संस्कृत की शिक्षण संस्थाओं को गत तीन वर्षों में कितना अनुदान दिया गया ;

(ख) गुरुकुलों को इस में से कितना अनुदान दिया गया और किस-किस गुरुकुल को इस प्रकार की सहायता दी गई ; और

(ग) क्या आगामी वर्ष में इस सहायता को बढ़ाने का विचार है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली): (क) से (ग) तक एक विवरण सभा पटल पर रख दिया गया है ।

विवरण

(क) संस्कृत की उन्नति के लिये शैक्षिक और साहित्यिक कार्य करने वाली स्वैच्छिक संस्कृत संस्थाओं गुरुकुलों और सांस्कृतक संस्थाओं को १९५८-५९, १९५९-६० और १९६०-६१ (२८-२-१९६१ तक) में १६.५ लाख रुपये दिये गये ।

(ख) ३.२० लाख रुपये इन संस्थाओं को दिये गये :—

१. सिद्धांग गुरुकुल, तुमकर ;

२. ऋषिकुल विद्यापीठ ब्रह्मचर्याश्रम, हरिद्वार ;

३. गुरुकुल विश्वविद्यालय, वृन्दावन ;

४. गुरुकुल महाविद्यालय ज्वालापुर, और

५. गुरुकुल कांगड़ी, हरिद्वार ।

(ग) यह संस्थाओं की आवश्यकताओं और राज्य सरकारों की सिफारिशों पर निर्भर होगा, किन्तु सरकार की यह नीति है कि गुरुकुलों को आवश्यकतानुसार अधिकाधिक सहायता दी जाय ।

श्री प्रकाश वीर शास्त्री: क्या मैं जान सकता हूं कि तृतीय पंचवर्षीय योजना में संस्कृत के लिए कितने धन की व्यवस्था की गई है, और उस में गुरुकुलों के लिये कितनी धनराशि दी जायगी ?

डा० का० ला० श्रीमाली : तृतीय पंचवर्षीय योजना तो अभी फाइनल नहीं हुई है, लेकिन लगभग १५ लाख की राशि उस में संस्कृत विद्यालयों के लिए रखी गई है और करीब १० लाख की राशि, गुरुकुलों के लिये रखी जा रही है ।

श्री प्रकाश वीर शास्त्री : क्या मैं जान सकता हूं कि संस्कृत की संस्थाओं ने केन्द्रीय सरकार से जो सहयोग की मांग की है उस को ध्यान में रखते हुए १५ लाख की राशि बहुत अपर्याप्त है, तो उस को और बढ़ाने का भी प्रयत्न किया जायगा ?

डा० का० ला० श्रीमाली : मेरी तो कोशिश है कि जितनी अधिक बढ़ सके बढ़े, लेकिन जो सारी धनराशि शिक्षा के लिये मिल रही है वही अपर्याप्त है । आप जानते हैं कि फ्री प्राइमरी कम्पल्सरी एजूकेशन करनी है, फिर उस के बाद कुछ माध्यमिक शिक्षा और विश्वविद्यालयों की शिक्षा के लिए करना है । तो कोशिश तो मेरी बराबर है कि जितनी धनराशि संस्कृत पाठशालाओं के लिए मिल सके उतनी मिले । मैं आशा करता हूं कि कुछ राज्य सरकारें भी इस में सहायता करेंगी तो कुछ काम आगे बढ़ सकेगा ।

श्री नरदेव स्नातक : मैं यह जानना चाहता हूं कि यह जो दस लाख या १५ लाख की राशि गुरुकुलों के लिए रखी गई है, तो वे कितने गुरुकुल हैं और कौन-कौन से गुरुकुल हैं ?

डा० का० ला० श्रीमाली : १५ लाख तो मैं ने आप से कहा कि जो दूसरी संस्थाएं हैं उन के लिए है । दस लाख विशेष कर गुरुकुलों के लिए रखा गया है ।

उपाध्यक्ष महोदय : कुल २५ लाख है ?

डा० का० ला० श्रीमाली : जी हां ।

Shri Raghunath Singh: As my constituency, Varanasi, has got the only Sanskrit University in India, how much money is going to be given to it?

An Hon. Member: It is not the only Sanskrit University.

Shri Raghunath Singh: It is the eldest University in India.

डा० का० ला० श्रीमाली : वाराणसी विश्वविद्यालय तो उत्तर प्रदेश का विश्व-

विद्यालय है। उस का सारा खर्चा उत्तर प्रदेश सरकार दे रही है ।

श्री सुरेन्द्र नाथ द्विवेदी : सारी सरकार ही उत्तर प्रदेश की है ।

Shri Raghunath Singh: What is the Central Government going to give to that University which is the oldest University in India?

Mr. Speaker: The question is whether the Central Government are going to contribute to the University.

Dr. K. L. Shrimali: It is really a matter which will come within the purview of the University Grants Commission. As far as Universities are concerned grants are given by the University Grants Commission, not by the Ministry. Those institutions which are not Universities are being looked after by the Ministry of Education.

श्री म० ला० द्विवेदी : जो बयान सभा पटल पर रखा गया है उस में कहा गया है कि इंस्टीट्यूशन्स की जो मांगें होंगी और राज्य सरकारों की जो सिफारिशें आयेंगी उन के अनुसार केन्द्रीय सरकार विचार करेगी । मैं जानना चाहता हूं कि किन-किन राज्य सरकारों की सिफारिशें आई हैं और किन-किन संस्थाओं की सिफारिशें आई हैं, कितनी धनराशि के लिये आई हैं, और सरकार ने उन पर क्या विचार किया है ।

Mr. Speaker: Are all these details to be asked in a supplementary?

Shri M. L. Dwivedi: He may give a brief summary.

Mr. Speaker: How can he be brief in answering that?

Shri M. L. Dwivedi: Only the amounts need be mentioned.

Mr. Speaker: The hon. Member comes from UP. There are other places also.

Shri M. L. Dwivedi: I am asking on an all-India basis. Which are the States which have already recommended grants for these institutions?

Dr. K. L. Shrimali: I am afraid it will not be possible to give all these details now. If the hon. Member tables a separate question, I will be very glad to answer.

Shrimati Ila Palchoudhuri: Many schemes have been put up for the Sanskrit University at Nabadwip. May I know if it is under the consideration of the Central Government to give some grants for this? Also how much will be given to the Gurukulas in Nabadwip, from the amount of money which he just indicated was set apart for Gurukulas?

Mr. Speaker: It is an individual case. How can the hon. Minister answer that now?

Shri Supakar: May I know if the Sanskrit Universities at Banaras and Darbhanga and other places are eligible to grants made by the University Grants Commission?

Dr. K. L. Shrimali: All Universities are eligible for grants. The University Grants Commission is giving grants. The question of Sanskrit Universities has not been considered so far because the University Grants Commission has been of the opinion that there should not be a single-faculty University. There is nothing which prevents the University Grants Commission from changing its views in this matter.

Mr. Speaker: I would like to know from the hon. Minister whether it is left to the Commission to decide on a matter of policy.

Dr. K. L. Shrimali: That is what Parliament had decided when we created the University Grants Commission. We had given power to the Commission to disburse grants to all Universities. Now it is the Commis-

sion which is not only looking after the Central Universities, but also giving assistance to State Universities for development. The Government can also give grants; nothing prevents them from giving grants.

Mr. Speaker: The point is whether, when a matter of policy is involved, namely whether there should be single-faculty Universities or not, it is left to the Commission to decide, and it is not in the hands of the Government of this House.

Dr. K. L. Shrimali: As I said, Government are also quite free to give grants.

Mr. Speaker: Independently. I am only asking whether this matter of policy has to be decided by the Commission, before disbursing grants.

Dr. K. L. Shrimali: I am most anxious to develop proper conventions and traditions. After having created a high power Commission, it would not be desirable to overrule it at any step. The general view that has been taken by the University Grants Commission in this matter is that as far as possible, we should not set up single-faculty Universities. For example, there are agricultural Universities, Sanskrit Universities and engineering Universities. The Commission has been stressing that as far as possible, there should be more than one faculty in a University; otherwise, a University does not discharge its proper functions. How can they help in broadening the vision of students if they have only one faculty in one subject.

Therefore, the general policy which the University Grants Commission has adopted in this matter is that there should be more than one faculty, in fact more than two or three faculties in order that they might be able to benefit the students better. You will remember that there was a question of a Music University. A Music University was set up some time back in Madhya Pradesh. The University Grants Commission did not give it grants because they said they could not give grants to a one-faculty University.....

Mr. Speaker: I do not want to pursue this matter. Let somebody else do so. I only wanted to know definitely whether the question as to whether it should be a single faculty or double faculty is left to be decided by the Commission or by the Minister.

Dr. K. L. Shrimali: In this matter, Government are in general agreement with the view taken by the University Grants Commission.

Shri D. C. Sharma: From the statement I find that 5 *gurukulas* have been given some assistance. I also find that all these *gurukulas* are in U.P. May I know from the hon. Minister if there are *gurukulas* in other States also and why they have not been given any grants? (*Interruption*).

Dr. K. L. Shrimali: Applications have been invited from all the *gurukulas:* and they will all receive due consideration from Government. Government will not make any distinction between any two States.

श्री भक्त दर्शन : श्रीमन्, मैं यह जानना चाहता हूं कि गुरुकुलों को या संस्कृत की संस्थाओं को जो सहायता दी जाती है उस की प्रणाली क्या है ? क्या राज्य सरकारों से सम्मति ली जाती है या केन्द्रीय सरकार की जो अपनी मशीनरी है उस की सलाह पर वह निर्णय करती है ?

डा० का० ला० श्रीमली : केन्द्रीय सरकार ने सेंट्रल संस्कृत बोर्ड कायम किया है । इस के अध्यक्ष श्री पतंजली शास्त्री हैं और उस में काफी दूसरे विद्वान भी हैं । उन के परामर्श से यह सहायता दी जाती है ।

श्री प्रकाश वीर शास्त्री : क्या मैं जान सकता हूं कि संस्कृत की प्राचीनता और गौरव को ध्यान में रखते हुए केन्द्रीय सरकार से इस तरह का कोई अनुरोध भी कुछ व्यक्तियों और

संस्थाओं की ओर से किया गया है कि केन्द्रीय सरकार के तत्वावधान में एक संस्कृत विश्व-विद्यालय की स्थापना की जाय, यदि हां तो केन्द्रीय सरकार इस सम्बन्ध में क्या निर्णय ले रही है ?

डा० का० ला० श्रीमाली : जहां तक केन्द्रीय सरकार का सम्बन्ध है आप को मालूम है कि यह निश्चय किया गया है कि एक सेंट्रल संस्कृत इंस्टीच्यूट स्थापित किया जाये । इस मामले पर सेंट्रल संस्कृत बोर्ड ने विचार किया और अब यह निश्चय कर लिया है कि तिरुपति में वह सेंट्रल संस्कृत की इंस्टीच्यूट कायम किया जाय और उसका कार्य शीघ्र ही प्रारम्भ किया जायगा ।

Shri B. K. Gaikwad: May I know the number of students reading in all these Sanskrit Universities? I also want to know the percentage of people speaking and writing Sanskrit.

Mr. Speaker: How does it arise?

Shri B. K. Gaikwad: I want this information, the percentage of people speaking and writing Sanskrit. When we are spending Rs. 50 lakhs per year I want to know how many boys are studying and whether it is a language of the masses.

Mr. Speaker: Order please. The hon. Member will refer to the Census Reports. All that he can ask is, 'How many students are studying in these Universities?'.

Dr. K. L. Shrimali: I do not have the figures. If the hon. Member thinks that since the number is small the grants should not be given, I am afraid I do not agree with him. In fact, it is the policy of the Government of India to encourage Sanskrit studies and the study of classics.

रेणुका रे समिति की रिपोर्ट

*४७७. श्री भक्त दर्शन :
श्री रामकृष्ण गुप्त :
श्री रामेश्वर टांटिया :
श्री पांगरकर :
श्री कुन्हन :
श्री अरविन्द घोषाल :
सरदार इकबाल सिंह :

क्या शिक्षा मंत्री २१ नवम्बर, १९६० के तारांकित प्रश्न संख्या ३०६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि केन्द्रीय समाज कल्याण बोर्ड के कार्य-संचालन के बारे में रेणुका रे समिति ने जो सिफारिशें की थीं, उन्हें कार्यान्वित करने की दिशा में अब तक क्या प्रगति हुई है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली) : यह मामला अभी तक भारत सरकार के विचाराधीन है । अब भारत सरकार रेणुका रे समिति की सिफारिशों में उठाये गये प्रश्न के विषय में कानूनी और सांविधानिक स्थिति पर विचार कर रही है ।

श्री भक्त दर्शन: मैं यह जानना चाहता हूं कि यह रिपोर्ट गवर्नमेंट के हाथ में किस तारीख को आई थी और इस के विचार होने में अभी कितना समय और लगेगा ?

Dr. K. L. Shrimali: I could not say the exact date. Roughly, I think, it was a year back that the Report was received by Government and the matter was considered by the Ministers of Social Welfare; and we have been examining this matter. The difficulty has arisen because 'Social Welfare' does not figure either in the State List or in the Central List. We have referred the matter to the Attorney-General; and the Attorney-General has now given the ruling that it is possible to have social legislation under social planning. And this matter is now being examined by Government.

Shri Ansar Harvani: May I know whether the Renuka Ray Committee has also investigated the serious allegations about mis-use of funds or mis-expenditure by the Central Social Welfare Board?

Dr. K. L. Shrimali: The Renuka Ray Committee had submitted its report long ago and it was not one of the terms of reference. If the hon. Member has in his possession information that any of the funds have been misused by any of the organisations Government would, certainly, investigate.

श्री अ० मु० तारिक : मैं यह जानना चाहता हूं कि रेणुका रे कमेटी ने जो सिफारिशात वज़ीर तालीम को पेश की हैं उन में से ऐसी कितनी हैं जोकि हुकूमत ने मंजूर की हैं और ऐसी कितनी हैं जोकि अभी तक जेरेगौर हैं ?

[میں یہ جاننا چاہتا ہوں کہ رینکارے کمیٹی نے جو سفارشات وزیر تعلیم کو پیش کی ہیں ان میں سے ایسی کتنی ہیں جو کہ حکومت نے منظور کی ہیں اور ایسی کتنی ہیں جو کہ ابھی تک زیر غور ہیں -]

डा० का० ला० श्रीमाली: जी हां जहां तक सेंट्रल गवर्नमेंट का ताल्लुक है जो सब से प्रमुख सिफारिश थी वह सम्बन्ध रखती है सेंट्रल सोशल वेलफेयर बोर्ड से । उन्होंने सिफारिश की है कि सेंट्रल सोशल वेलफेयर बोर्ड स्टैचुटरी बोर्ड बनाया जाय । इस के ऊपर गौर किया जा रहा है और आशा की जाती है कि शीघ्र ही कुछ निश्चय किया जायगा ।

Shrimati Ila Palchoudhuri: May I know how much at least of those recommendations that do not need any legal sanction have been considered or have been taken in hand, particularly about child welfare?

Dr. K. L. Shrimali: This question refers to a particular recommendation regarding the Central Social Welfare Board If the hon. Member would put a separate question I would be very glad to answer about the other recommendations that have been made.

Shrimati Ila Palchoudhuri: The hon. Minister just now said that some of the recommendations need legal sanction. I want to know how many of other recommendations have been accepted.

Mr. Speaker: Off-hand how can he say about all the recommendations?

Dr. K. L. Shrimali: The question was with regard to the Central Social Welfare Board and I have answered that question I would be very glad to supply further information if the hon. Members puts another question.

Shri Harish Chandra Mathur: Does the hon. Minister realise that this report is now becoming obsolete in view of the great advances made by decentralisation and Panchayati Raj and the fact that the fabric is being entirely changed?

Dr. K. L. Shrimali: I am afraid I do not share the views of the hon. Member. Even after decentralisation there will be need for the Central Social Welfare Board to assist a large number of voluntary organisations which are working in the field of social welfare. It is our policy to encourage voluntary organisations in the field of social welfare.

डा० सुशीला नायर : इस रिपोर्ट में कई एक ऐसी सिफारिशें हैं जिन के कि आधार पर तीसरी पंचवर्षीय योजना सोशल वेलफेयर बोर्ड के बारे में बनने वाली थी । अब इस रिपोर्ट के ऊपर विचार करने में इतनी देर लगने से तीसरी पंचवर्षीय योजना में सोशल वेलफेयर को क्या कुछ नुकसान नहीं पहुंचा और उस की रूपरेखा क्या उसी स्पष्टता से बन सकी है ?

डा० का० ला० श्रीमाली : जी हां जहां तक एलोकेशन का सम्बन्ध है उस से कोई हानि नहीं हुई है । जब प्लान का डिसकशन हुआ था यह सारी बातें पूरे तरीके से गौर कर ली गई थीं और जो स्टेट्स गवर्नमेंट्स हैं उन के साथ परामर्श किया गया था ।

डा० सुशीला नायर : यह तीसरी पंचवर्षीय योजना का पहला साल शुरू भी हो गया है । कितनी जगह पर सोशल वेलफेयर की स्कीम्स अटकी हुई हैं और आगे नहीं बढ़ रही हैं खास कर मौरेल सोशल हाईजीन के क्षेत्र में, मैं जानना चाहती हूं कि इस के बारे में मंत्री महोदय क्या कर रहे हैं और क्या करने का विचार रखते हैं ?

डा० का० ला० श्रीमाली : यह एक ऐसा प्रश्न है जिस का कि जवाब मैं आप को क्या दूं ? आप ने पूछा कि क्या कुछ ऐसी स्कीम्स हैं जोकि रुकी हुई हैं, अब आप कोई विशेष योजना मेरे सामने रक्खें जोकि किसी कारण से रुक रही हों तो मैं उस का जवाब दूंगा और उस को जल्दी करवाने की कोशिश करूंगा लेकिन उस के बारे में आप मुझे उदाहरण सहित लिख कर दें तो बड़ी कृपा होगी ।

श्री भगत दर्शन : क्या इस रिपोर्ट के बारे में राज्य सरकारों की भी सम्मति ली गई है और यदि हां तो उन्होंने इस के संबंध में क्या राय दी है ?

डा० का० ला० श्रीमाली : जैसे मैं ने निवेदन किया स्टेट्स मिनिस्टर्स की कान्फ्रेंस हुई थी और यह प्रश्न उन के सामने भी विचार के लिये आया था । उन्होंने यही कहा कि जब सेंट्रल गवर्नमेंट इस मामले में अन्तिम निर्णय ले ले उस के बाद ही वे विचार करेंगे कि स्टेट्स सोशल वेलफेयर बोर्ड की क्या परिस्थिति होनी चाहिये ।

Coal Washeries

***478. Shri A. M. Tariq:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether negotiations with West Germany have concluded regarding development of Washeries in the public sector; and

(b) if so, the details thereof?

The Parliamentary Secretary to the Minister of Steel, Mines and Fuel (Shri Gajendra Prasad Sinha): (a) No, Sir.

(b) Does not arise.

Shri Nath Pai: Sir, we wanted to put supplementary questions. So, may I request that the hon. Minister be requested to repeat the reply?

Shri Gajendra Prasad Sinha: (a) No, Sir.

(b) Does not arise.

Mr. Speaker: Do not hon. Members know that they should get up and put a supplementary question? If Shri Dwivedy wants to put a question let him get up. I do not know whether he gets us or sits down.

Shri Surendranath Dwivedy: May I know whether negotiations are still continuing or whether no negotiations are going on?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): The question was, 'Have the negotiations been concluded?'. The reply is, 'No'. That means that negotiations are going on.

श्री अ० मु० तारिक : क्या मैं जान सकता हूं कि यह मश्विरा कब शुरू हुआ था यानी मसालिहत का सिलसिला किस वक्त से शुरू हुआ था और अब तक क्या क्या रुकावटें पेश आई हैं ?

[کیا میں جان سکتا ہوں کہ یہ مشورہ کب شروع ہوا تھا یعنی مصالحت کا سلسلہ کس وقت سے شروع ہوا اور اب تک کیا کیا رکاوٹیں پیش آئی ہیں -]

सरदार स्वर्ण सिंह : मेरा खयाल है कि इस का फैसला थोड़े समय में ही हो जायगा । मैं समझता हूं कि ज्यादा से ज्यादा एक महीने में हो जायगा ।

श्री अ० मु० तारिक : मैंने यह जानना चाहा था कि कब यह सिलसिला शुरू किया गया था और इतनी देर क्यों हुई है, रुकावटें क्या पड़ी हैं ?

[میں نے یہ جاننا چاہا تھا کہ کب یہ سلسلہ شروع کیا گیا تھا اور اتنی دیر کیوں ہوئی ہے - رکاوٹیں کیا پڑی ہیں -]

सरदार स्वर्ण सिंह : कुछ महीने हुए जब यह बातचीत शुरू हुई थी और इस में मैं समझता हूं कोई खास देर नहीं हुई है ।

Shri Ajit Singh Sarhadi: May I know whether any decision has been taken on the suggestion of the Railways that they want to have their own non-coking coal washeries?

Sardar Swaran Singh: I am not sure if the Railways are interested in having their separate washeries for non coking coal. They have been suggesting that there should be washeries for non coking coal also.

Shri S. C. Samanta: May I know whether the private sector who are trying to have coal washeries will also be benefited by these negotiations?

Sardar Swaran Singh: I am not aware of any private sector party interested in putting up a washery. Already, as the hon. Member is aware, there are two washeries in the private sector and I am not aware of any other party who are particularly keen for establishing a private sector washery.

Shri Nath Pai: The hon. Minister has stated that negotiations have been going on for some months. Is it not a fact that the Second Plan envisaged as many as four washeries and if so, what has happened to them? Secondly, what will be the difference in the cost of erecting them today as compared with the estimated cost if they were to have been completed as envisaged in the Second Plan?

Sardar Swaran Singh: So far as the washeries in the Second Plan are concerned, the House would be aware of the steps that have already been taken. There are at present five washeries which are already in production Jamdoba, West Bokaro, Lodna, Khargali and Durgapur. Out of these Khargali and Durgapur are in the public sector. Three other washeries, namely, Dugda, Bhojudih and Patherdih were to be established. Work on the first two is already going ahead. With regard to the third, tenders are being examined and an order will be placed in the course of about a month's time.

Shri Bimal Ghose: All the washeries mentioned by the hon. Minister are coking coal washeries for supplying the steel mills. May I know the progress made in regard to non-coking coal washeries?

Sardar Swaran Singh: I am afraid very little progress has been made. The economics of washing non-coking coal are not very bright and it will be a matter for decision as to whether it would be worthwhile washing non-coking coal. I am sure it will have to be gone into.

Shri Bimal Ghose: I want to know if non-coking coal is not being washed, how are the Railways to be fed with the quality of coal that they need.

Sardar Swaran Singh: It is a matter of judgment. For instance, if

washed coat of non-coking type is more costly to them as compared to the unwashed coal naturally, they would like to continue with the unwashed coal. It is a matter of economics and it will have to be gone into.

Shri Morarka: In respect of how many washeries these negotiations are going on in collaboration with the German firm? What will be the total capacity of these washeries when they are completed?

Sardar Swaran Singh: The hon. Member would be aware that the German Government is likely to extend a line of credit and it is likely not to be tied to any particular project. In a general manner, if we want to utilise that credit for setting up washeries, credit would be available. Negotiations are not going ahead with regard to the number of washeries. It will depend upon the type of washery that we intend to erect and the quotations that are received. When the overall picture is before us, if we find that any German firm's quotation is attractive, we can utilise the credit that is available.

Oil Deposits in Cambay

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*479. { **Shri D. C. Sharma:** / **Shri Ram Krishan Gupta:** / **Shri T. B. Vittal Rao:** }

Will the Minister of **Steel, Mines and Fuel** be pleased to refer to the reply given to Starred Question No. 90 on the 3rd August, 1960 and state:

(a) whether the extent of oil available in the Cambay region has since been assessed;

(b) if so, what is the estimated oil deposit;

(c) if the reply to part (a) above be in the negative, the period by which the assessment is likely to be completed; and

(d) the number of wells so far sunk?

The Parliamentary Secretary to the Minister of Steel, Mines and Fuel (Shri Gajendra Prasad Sinha): (a) Not yet, Sir.

(b) Does not arise.

(c) This being a long range programme, an estimate may be possible towards the end of this year.

(d) 12.

Shri D. C. Sharma: May I know if the Government is thinking of sinking more wells in this area and if so are they self-sufficient in the matter of machinery and other things required?

Shri Gajendra Prasad Sinha: As far as the first part of the question is concerned, naturally more wells are to be sunk. As for the second part, I may say that it is expected that by the middle or the end of the Third Plan, we shall be able to manufacture some machines.

Shri D. C. Sharma: It has been said that the soil of Cambay presents certain unforeseen difficulties so far as drilling is concerned. May I know what those difficulties are and what the Government is doing to overcome those difficulties so that the work of oil exploration is accelerated?

Shri Gajendra Prasad Sinha: I am unable to know what particular difficulty the hon. Member is concerned with. There have been some difficulties. Unless we know specifically the type of difficulties the hon. Member is apprehending, I may not be able to give an answer. The drilling programme is going on smoothly and I have already stated that by the end of this year we shall be able to come to a final conclusion.

Shri P. R. Patel: How many wells are drilled at Cambay and what is the report of the experts regarding the output of these wells?

Shri Gajendra Prasad Sinha: We have stated that 12 wells have been sunk. There are nearly 20 wells but some of them are not complete. A final assessment cannot be made unless the drilling operations are complete. As the hon. Minister has said in this House many times, it is expected that we shall be able to have a refinery there with the deposits expected there.

Shri Raghunath Singh: How many wells have been sunk in this area and out of that how many have got oil which could be exploited economically?

Mr. Speaker: Apart from the conclusion, how many wells have struck oil?

Shri Gajendra Prasad Sinha: I have already said that we have some 12 wells but I am not in a position to say as to how many out of these are productive.

Shri P. R. Patel: May I know whether it is a fact that after drilling is complete, the report about the output of the wells is submitted by the experts?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): When a well is completed, a number of tests are performed to get an indication about the availability of oil and to find out whether the actual quantity will be large enough for economic exploitation and the like questions. It is not an easy conclusion to come to from those tests about the actual crude oil that might be produced. These wells are first struck to locate the total quantity that might be available. After this is completed, these production wells as they are called—are sunk. Or, some of the wells that have already been sunk may turn out to be production wells. It will not be a very fair assessment if we were to link up the production in each well and draw any conclusions thereform. That will not be a correct way of approach.

Shri P. R. Patel: It has been said that tests have been done and from these tests, the production could not be accurately said. But approximate production may be estimated.

I want to know the approximate estimate.

Sardar Swaran Singh: I would hesitate to give an approximate figure in a matter of this nature. The total availability in Cambay and Ankleswar area is enough to sustain a refinery. That fact has already been stated in the Finance Minister's budget speech, and I think that should be enough. So far as the approximate figure is concerned, as to what is the actual quantity in Ankleswar or Cambay, I think it should not be a subject-matter of guess. We are drilling more wells and we will be able to inform the House of the exact figures, when the picture is clearer.

श्रीमती जयाबेन शाह : जो बातें यहां बताई जा रही हैं उन से यह पता नहीं चलता है कि जो रिफाइनरी बनने जा रही है उस की ऐप्राक्सिमेट कैपेसिटी क्या होगी । मंत्री महोदय को कुछ बतलाना चाहिये कि वहां क्या होगा ।

सरदार स्वर्ण सिंह : होगा यह कि वहां एक रिफाइनरी होगी । उस का साइज़ कितना होगा, यह हम अभी नहीं बतला सकते । जब हम उस में बेल सिंक करेंगे तो उस के बाद यह फैसला करेंगे कि उस की कैपेसिटी डेढ़ मिलियन टन होगी या दो मिलियन टन होगी । बहरहाल अन्दाजा यह है कि एक मिलियन टन से ज्यादा की कैपेसिटी जरूर होगी ।

Shri P. R. Patel: It has been stated that a refinery will be located or will be set up. I want to know the capacity of the refinery and the place where it will be located.

Sardar Swaran Singh: Both these questions are premature yet.

Women Teachers

*480. **Shri Kodiyan:** Will the Minister of **Education** be pleased to state:

(a) what further steps Government propose to take to increase the number of trained women teachers at the elementary stage during the Third Five Year Plan;

(b) whether it is possible to meet fully the requirements of trained women teachers in the country by the end of the Third Five Year Plan; and

(c) what provision has been made for this in the Third Five Year Plan?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

(a) Apart from the normal increase of Women Teachers at the Elementary stage, which is expected to be stepped up in the expansion of educational facilities in the Third Plan, the Government have proposed taking up of certain special measures for increasing the number of women teachers which include—

(i) Opening of new training institutions for women;

(ii) Attaching of training sections to girls' secondary schools;

(iii) Reservation of seats for women in co-educational training institutions;

(iv) Giving financial assistance to girls from rural areas to go in for training;

(v) Pre-selection of trainees at the secondary stage; and

(vi) Organisation of condensed courses for adult women.

(b) Shortages of women teachers will still be felt to some extent, especially in rural areas and in the less advanced States. But it is hoped that the situation will improve materially during the Third Plan.

(c) The final provisions made by the State Governments in the State Plans are not known as yet, and information is awaited from the State Government.

Shri Kodiyan: In answer to part (b) of the question, it is stated that shortages of women teachers will still be felt to some extent, especially in rural areas and in the less advanced States. May I know, in view of the fact that there is to some extent reluctance on the part of teachers to go and serve in the rural areas, what incentive Government propose to provide for them to go to the rural areas and also whether the qualified teachers available in advanced States will be appointed to serve in the less advanced States?

Dr. K. L. Shrimali: As regards the first part of the question. I would refer the hon. Member to part (a) of the answer which states the special measures which the Government propose to take in the Third Five Year Plan. As far as the second part of his question is concerned—I think he has asked whether the teachers from the advanced States could go to the less advanced States—it is always open to the Government, and if they are in demand and if the teachers are available, certainly they are free to go to other places.

Shri B. K. Gaikwad: May I know what is the number of trained women teachers in the country at the elementary stage and what number will be required to fulfil the requirements of the Plan?

Dr. K. L. Shrimali: At present, if we look at the 1957-58 educational statistics regarding elementary, middle and secondary schools, we find that in the primary schools, out of 7·26 lakhs teachers, only 1·27 lakhs were women: in the middle schools, out of two lakh teachers, only 37,000 were women; and in the secondary schools, out of 2·20 lakhs of teachers only 43,000 were women. The House

will realise that there is a big gap between the two.

Shri Joachim Alva: Trained women teachers of elementary schools being nation builders, is there a dynamic unit in the Ministry of Education for looking after this work and are the women members of this unit touring the country?

Dr. K. L. Shrimali: We have a very dynamic Chairman—the Chairman of the National Council of Women—Mrs. Durgabai Deshmukh, and she has been touring quite a good deal in the country.

Shrimati Renuka Ray: In answer to the third part of the question, the Minister has said that they do not know what the State Governments' provisions are and that therefore he cannot make a firm statement about it, or given even an approximate estimate. I want to ask him one question: considering the fact that the third Plan is almost finalised and obviously discussions must have been held with all the State Governments, surely the Education Ministry must have some ideas as to the amounts and the number of teachers that the State Governments intend to train and the number of women teachers also.

Dr. K. L. Shrimali: Regarding this question I may say that when the Plan was finalised after discussions with the State Governments, a provision of Rs. 11 crores was made for these schemes. But we have still to find out from the State Governments how much allocation they have made in their sectors out of this amount which was allocated.

श्रीमती अवाबेन शाह : क्या यह बात सही है कि आल इंडिया वीमेन्स कौंसिल ने जो सिफारिशें की हैं उन में से ६० परसेन्ट काट दी गई हैं ?

डा० का० ला० श्रीमाली : यह बात ठीक नहीं है कि ६० परसेन्ट काट दी गई हैं। कुछ जरूर काटी गई हैं, लेकिन ६० पर सेन्ट नहीं ।

श्रीमती अवाबेन शाह : क्या यह बात सही है कि उन्हों ने १०० करोड़ रु० की मांग की थी थर्ड फाइव इअर प्लैन में, पर उस के बजाय सिर्फ १७ करोड़ रु० देने की ही गुंजाइश है ?

डा० का० ला० श्रीमाली : जैसा मैं ने बतलाया कि एलिमेंटरी स्टेज के लिए ११ करोड़ रु० रक्खा गया था। अब देखना है कि एक्चुअली स्टेट्स ने अपने अपने सेक्टर में क्या रक्खा है।

Dr. Sushila Nayar: One of the obstacles in the way of women teachers going to the rural areas is the difficulty of housing, and that difficulty has been felt by everybody. I want to know what steps have been taken or are proposed to be taken to overcome the housing difficulty for women teachers in the rural areas.

Dr. K. L. Shrimali: In the second Five Year Plan, the Government of India gave special assistance for putting up women's quarters and a number of States took advantage of that, and I expect the same thing would continue in the third Plan also.

Shri Kodiyan: May I know what provision has been made for women teachers in the Union territories?

Dr. K. L. Shrimali: I am afraid I do not have the information with regard to the Union territories. If the hon. Member puts a separate question, I would supply the information.

Regional Engineering College, Rourkela

*481. **Shri Supakar:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to refer to the reply given to starred Question No. 756 on the 7th December, 1960 and state:

(a) the progress made so far in establishing the regional Engineering College at Rourkela; and

(b) whether the College will start functioning from July, 1961?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) A suitable site for the location of the College is being selected by the State Government.

(b) No, Sir.

Shri Supakar: When the State Government enquired a few months ago as to what the Centre was going to do in this matter, I understand that the State Government was advised to wait. In view of the fact that there is an acute shortage of engineering personnel in the country, and in view of the fact that many students are refused admission into other engineering colleges, may I know how long will Rourkela have to wait before getting an engineering college?

Shri Humayun Kabir: I do not know where from the hon. Member has got those preliminary assumptions. The second part of the question is not correct. There has been very great expansion of facilities for technical education during the second Plan, and we propose to go on expanding them within the requirements of the country and the resources available.

Shri Supakar: What is the percentage of students who are refused admission into the engineering colleges in the eastern region?

Shri Humayun Kabir: That question is immaterial. The important thing is that the admissions have gone up from about 6,000 to 13,500 per year during the five years.

Shri Ranga: Is this college expected to serve only the local needs or is it expected to serve at least the needs of the people who are employed in Rourkela steel plant and other plants there?

Shri Humayun Kabir: This is one of the regional colleges. The regional colleges will have the following break-up of the students: 50 per cent of the seats are reserved for students coming from that State, 30 per cent for students from States in that region and 20 per cent for students from all over India, without regard to region.

Shri Yadav Narayan Jadhav: May I know whether it has come to the notice of the Minister that due to shortage of colleges, students have to pay thousands of rupees for entrance to the college?

Shri Humayun Kabir: I do not accept it so far as engineering colleges are concerned. Engineering colleges are admitting the number of students required by the country. I have just said that from about 6,000 it has gone up to 13,500 and we propose to push up the number to 20,000 by the end of the third Plan.

Shri Muhammed Elias: May I know how many students have been refused admission? The Minister said that it is immaterial. May I know why this information is not available from the Minister?

Shri Humayun Kabir: It is immaterial because everybody would like to be an engineer, but how many engineers does the country need? That is the more important question.

Shri Kalika Singh: The Minister said that it is a regional engineering college. May I know how many regional engineering colleges are going to the established throughout India?

Shri Humayun Kabir: During the second Plan, we had approved of 8 regional engineering colleges, of which 7 are functioning. In the third Plan, we have provided for 7 more regional engineering colleges so that every State will have a regional engineering college by the end of the third Plan.

Shri Kalika Singh: What are the locations of the 7 colleges proposed in the third Plan?

Shri Humayun Kabir: The final selection is made in consultation with the State Government. But the proposals we have made are Orissa—Rourkela, Assam—Silchar, Madras—Tiruchirapalli, Kerala—Kozhikode, Gujarat—Surat, Rajasthan—Jaipur and Punjab—Ambala. Orissa and Gujarat States have already agreed to the location.

Shri H. N. Mukerjee: The Minister said that how many engineers the country needs is the criterion which he applies for the purpose of admission to the engineering colleges. May I know if the country already has got a self-sufficiency of supply of engineers that we need, in view of the proclaimed views from Government sources that in Rourkela and other places, there is very great shortage of engineers and technicians?

Shri Humayun Kabir: The hon. Member has again mixed up two questions. There are shortage of engineers at certain levels with certain experience and training. But for new entrants, we are providing the number that is required by the country.

Shri Supakar: Since there is ample land acquired and available in Rourkela, may I know why this matter of location of site has taken so long a time so far as this college is concerned?

Shri Humayun Kabir: This is a third Plan project. Therefore, I do not see how the hon. Member says that there has been too much time taken about it already. The State Government has provisionally selected 3 sites and it is now making up its mind which would be more suitable.

Shri Punnoose: The hon. Minister stated that there is no practice of receiving for admission. May I know whether it has come to the notice of Government that there were complaints about an engineering college in Palghat and the State Government had to appoint an inquiry?

Shri Humayun Kabir: I said, about the colleges which are receiving assistance from us, no such complaints were received. There were certain complaints about one college and as far as I am aware, it does not exist any longer.

Mr. Speaker: Next question.

Shri Raghunath Singh: Question 486 may be taken up. It is about the Banaras Hindu University. The Supreme Court has given a judgement, but still the professors are not reinstated. That is a very important question.

Mr. Speaker: Next Question, No 482.

Conservation of Monuments in State List

*482. **Shri Narasimhan:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether the Director General of Archaeology in India and the Circle Superintendents have taken any initiative in guiding State Governments on conservation and maintenance of monuments other than monuments of national importance;

(b) whether any working principles have been evolved on this subject; and

(c) if so, whether a copy of them will be laid on the Table?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) The Union Department of Archaeology conducts courses in conservation of monuments, to which State Governments are invited to send their officers. In addition, technical advice is given freely to State Governments by the Union Department of Archaeology.

(b) No Sir. Not for State Governments.

(c) Does not arise.

Shri Narasimhan: What is the machinery available for the State Governments to be benefited by the expert knowledge available in the Union Department of Archaeology so that, for instance, the ancient temples of South India may be properly protected, as these are not of national importance?

Shri Humayun Kabir: In addition to what my colleague has said, I would like to add that there is a School of Archaeology which has been established. To this School of Archaeology we have invited the State Governments to send their officers for furter training. In addition, a number of universities run courses in archaeology and they are also given the necessary facilities for field training whenever such requests are made.

Shri P. R. Patel: May I know whether any list of monuments is published by the States and the Centre?

Shri Humayun Kabir: The central list is available and I believe it is in the library of Parliament.

श्री प्रकाशवीर शास्त्री : क्या मैं यह जान सकता हूं कि जो स्थान राष्ट्रीय महत्व के स्मारक घोषित नहीं किये गये हैं, केन्द्रीय सरकार की ओर से उन को भी अनुदान दिया जाता है ? यदि हां, तो उस के लिये क्या नियम और संहिता बनायी गयी है ?

Shri Humayun Kabir: I do not think that question arises out of this.

Shri H. N. Mukerjee: In view of the overall responsibility of the Government of India for the conservation of all monuments, may I know if Government has made sure that the State Governments are actually at the present moment in a position properly to look after those monuments which are in their jurisdiction?

Shri Humayun Kabir: The hon. Member, as a member of one of the expert bodies, knows that every attempt is being made to persuade the State Governments to set up their own departments. I may add that I have been having personal discussions with every Chief Minister and I hope before very long, all the States will have proper trained personnel. In the meantime, we shall give such help as may be requested.

Shri Narasimhan: Apart from the students that are going to be trained hereafter and that are going to be useful, may I know whether the existing officials of the Ministry are actually giving help to the various States and if so, to what extent? Can he give any instance?

Shri Humayun Kabir: I have mentioned that the School of Archaelogy is meant for training officers of the State departments as well as our officers in the central department. Apart from that, whenever a request is made for help, as much help is given as possible.

Shri Raghunath Singh: Question 486 may be answered.

Shri S. M. Banerjee: Yesterday a statement has been made on that. Question 483 may be taken.

Mr. Speaker: So far as Question 486 is concerned, it is only yesterday that a statement has been made. Shri Banerjee wants Question 483. Question 483 may be answered.

Manufacture of Alloy Steel in Ordinance Factories

\+

*483. { **Shri S. M. Banerjee:** / **Shri M. R. Krishna:**

Will the Minister of **Defence** be pleased to state:

(a) whether any attempt has been made to produce special alloy steel in Ordnance Factories;

(b) whether any separate plant is likely to be established; and

(c) if not, whether this is likely to be produced in the existing Ordnance Factories.

The Parliamentary Secretary to the Minister of Defence (Shri Fatesinhrao Ghewad): (a) Ordinance Factories have been making special alloy steels for many years and efforts to produce new varieties of alloy steels are continuing.

(b) and (c). In order to meet the increased requirements of alloy and special steels, proposals for modernising existing facilities in Ordnance factories have been under consideration for sometime. A project for modernisation and balancing of steel making facilities at Metal and Steel Factory, Ishapore, has been sanctioned during January, 1961. Proposals for modernisation of facilities at Ordnance Factory, Kanpur, are under active consideration.

Shri S. M. Banerjee: May I know what would be the estimated cost of modernisation of this plant and its employment potential and whether this plant is going to be established or modernised in collaboration with some foreign concern?

The Deputy Mnister of Defence (Shri Raghuramaiah): The actual employment potential—the statistical data—will be available only after the modernisation etc. of the plant is complete. So far as Kanpur is concerned, the project report is not ready it will take another six months. Only then we will be in a position to assess the employment potential.

Shri Morarka: Since what year is this special steel produced in these plants and what is the cost of production? Has the Defence Ministry ever calculated the cost of production per ton of this special type of steel?

Shri H. N. Mukerjee: The hon. Law Minister, who ought to know better, crossed the floor right between the questioner and yourself, when Shri Morarka was on his legs asking a question. I have noticed it so many times that Ministers of Government behave in a manner which is completely out of conformity with the rules and propriety of Parliament.

12 hrs.

Mr. Speaker: Order, order. Now that the matter has been brought up I would request hon. Members to bear in mind constantly that in whatever way we behave here, there are fourteen other Legislatures which are also trying to copy us. I have been constantly observing that when I am on my legs hon. Members get up and also walk out. They may wait for some time till I resume my seat. When they come in, courtesy to the Chair demands that they must bow. When they go out then also they must bow to the Chair. That is not done. On the other hand, some of them show their backs to me constantly.

An Hon. Member: That is very bad

Mr. Speaker: These are all matters which we have all to observe as members. I am anxious to see, as all hon Members are anxious to see, that we set proper norms for other Legislatures to follow in the country. No hon. Member ought to cross the floor and come between myself and any hon. Member who has been called upon to speak or who is in possession of the House. These are elementary rules. I may say that these shall apply not only to members but Ministers also; there is no doubt about that. I am glad the hon. Member has pointed out this to me. Of course, I do not think anything was done deliberately; it must have been done inadvertently. But even that has to be avoided. Now the Question Hour is over.

Mr. Morarka: Sir, why should the answer to my question be lost in the controversy because of the Law Minister coming between me and the Chair?

The Minister of Law (Shri A. K. Sen): Was the question about me, Sir?

Mr. Speaker: Yes.

Shri A. K. Sen: What happened was that I got the wrong paper

I just rushed out to get the papers in case my subject is called in time. I am generally trying to observe the rules here, which you pleased to mention, now, as faithfully as possible and I am sure you will bear me out.

Mr. Speaker: Very well. When such a contingency arises, they will bent and not stand erect.

Shri Raghuramaiah: My hon. friend wanted to know since when the various special steels that are being manufactured. I have not got the data here, because we produce quite a range of special steel. If he puts a question we shall be able to answer it. The same applies to the price per ton of steel, because we manufacture various varieties of steel. When a specific question is put, I shall try to answer it.

SHORT NOTICE QUESTION

Jaundice and Typhoid Epidemic in I.I.T. Kharagpur

S.N.Q. No 2. Shri Aurobindo Ghosal: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether it is a fact that for the last one month the inmates of the Indian Institute of Technology, Kharagpur are in the grip of Jaundice, Typhoid and Dysentry in an epidemic form and more than 200 students had to leave the Institute under medical advice;

(b) if so, what is the present situation;

(c) whether the epidemic is due to contamination of drinking water;

(d) what remedial measures have so far been taken and are being taken in future to check the spread of the diseases; and

(e) whether the authorities of the Institute are also contemplating to close the Institute now for about a month or so?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) to (c). There have been sixteen cases of Jaundice and nine cases of Typhoid among the students and members of the staff and some more cases of typhoid among young children of the staff out of a total population of about 8000 residing in the campus of the Kharagpur Institute. These cases were probably due to water pollution, but the situation is now definitely under control and there is no cause for panic. Some students left the Institute under medical advice and some on their own.

(d) The Director, School of Tropical Medicine, Calcutta, the Epidemiologist and other specialists from Calcutta have made on the spot study. In accordance with their advice, anti-typhoid inoculation has been given to all except those who are really ill. as the Institute could not get Gamma Globulin in Calcutta, this was flown from Delhi. In addition, liquid chloride was also sent to Institute from Delhi. The strength of medical staff of the Institute is being augmented and steps are being taken to increase and improve the water supply.

(e) No, Sir, as the Director, School of Tropical Medicine has categorically stated that there is no evidence to justify the closure of the Institute.

Shri Aurobindo Ghosal: May I know whether the scheme for supply of drinking water to the Institute from Kasai river was taken up a long time ago and it has not been implemented even during the Puja recess because of which the students had to suffer this epidemic?

Shri Humayun Kabir: I regret the delay. It is a fact that there has been some delay It is because certain types of joints and pipes could not be obtained. Now arrangements have been made and we expect that this will be ready by the next academic year. .

Shri Aurobindo Ghosal: May I know whether in the hospital there are only two doctors and there is no nurse and not even a servant?

Shri Humayun Kabir: There is staff. In fact, at the moment the following additional staff has been sent—the Chief Medical Officer of Health, Midnapore and his officers, two mobile medical units; another doctor has been posted to the Institute by the Government of West Bengal; six trained nurses are expected to be posted any day and the position has been brought under control. I regret this thing has occurred, but till the 17th February we were not aware of it. The first case was noticed on the 6th February. The Director, who is one of the ablest persons, is there personally on the spot and he is trying to do whatever is possible under the circumstances.

Shri H. N. Mukerjee: May I know if it was the Central Government which was in charge of the water supply, as far as this Institute was concerned, and since jaundice appears to be a water-borne disease, does Government find out what exactly was the reason and whether the water supply deficiency was actually not responsible for the outbreak of this epidemic?

Shri Humayun Kabir: As I said, the preliminary report of the Director indicated that water pollution may have been one of the causes. But, since then, further examinations indicate that there was no organic pollution of the water and there may have been some temporary thing. The report is that jaundice appears to have been brought there from outside. The doctor is firmly of the opinion that jaundice was imported into Kharagpur. In any case, we are now taking steps to see that the water supply is augmented, and an additional tube well has been sanctioned. As soon as these new joints and pipes have been secured the water supply position will improve and there will be no chance of pollution.

Shrimati Renuka Ray: Is it a fact that the Director of the Institute has brought to the notice of the Government some time back that the water supply was very unsatisfactory and that it should have been taken up earlier?

Shri Humayun Kabir: The hon. Member is only repeating what said. I myself stated that. It is an autonomous institution and we make outright grants to the governing body of the institute. They have the authority of going ahead with the project. The money was sanctioned by the Government as long back as 4 or 5 years ago.

Shri Kasliwal: When it was noticed that drinking water had been polluted, since how many days after its coming to the notice of Government steps were taken?

Shri Humayun Kabir: That was noticed only about 17th or 18th February. Between 17th and 22nd February when the Director of Tropical Medicine was there, there has been one case. Of course, on the 6th February there was one case. But one case does not naturally suggest any epidemic. It was brought from outside. However, every step is being taken to see that there is no recurrence of the disease.

Dr. Ram Subhag Singh: Is it true that a student named Banerjee died due to this disease and he was not admitted into the hospital? If so, what action is being taken by the Government?

Shri Humayun Kabir: There was the case of one unfortunate student named Banerjee. But this was not a case of either jaundice or typhoid. He died of acute nephritis on the 19th January 1961. His father made certain charges and the hon. Member sent me the open letter which the student's father has issued. I have made enquiries and the Director tells me that the statements of the father are probably due to grief and are not justified.

Shri Tyagi: Was he admitted into the hospital?

Dr. Ram Subhag Singh: May we know whether an approach was made by that student and his father for admission into that hospital? If so, why was he not admitted? If admitted, why was he not properly looked after and he was allowed to die?

Shri Humayun Kabir: As to why he was allowed to die, I cannot answer that question. But with regard to the first part, as soon as the hon. Member brought the case to my notice, I have asked for a detailed report from the Director. This was the railway hospital of Kharagpur and not the Institute hospital. At the railway hospital the Institute can only make approaches. As soon as I get the report I shall let the hon. Member know the position. But this is not a case connected with this particular incident.

Shri Tyagi: Was this student discharged?

Mr. Speaker: It is a railway hospital and not a hospital of this Institute.

Dr. Ram Subhag Singh: The student was a student of the Indian Institute of Technology. As he was not admitted there in the Institute's hospital he had to go to some other hospital. During that course he probably died.

Mr. Speaker: The hon. Minister has called for a report.

Shri Raghunath Singh: This poor student died in the verandah of the hospital. He was not even treated in the hospital. Just like an out-door patient he died in the verandah of the hospital.

Mr. Speaker: In the railway hospital?

Shri Raghunath Singh: In any hospital. A human being is a human being. He was a student.

Mr. Speaker: I am not justifying anything. I am only asking him whether his information is that he died in the railway hospital or did he die in the Institute's hospital.

Shri Tyagi: The information in the papers was that he was very seriously ill in the Institute's hospital and the doctor there told him to go elsewhere because he could not treat him. The doctor asked the parents to take him to another hospital wherever they chose. He implored and implored but he was not admitted into that hospital.

Shri Humayun Kabir: It is a fact that he was a student. It is also a fact that he was very acutely ill and that the hospital at the Kharagpur Institute did not have sufficient facilities for treating a case of acute nephritis. That is why the student was advised to go to the railway hospital. About what happened there I have called for a report.

Dr. Ram Subhag Singh: The matter should be pursued.

Mr. Speaker: After the hon. Minister receives the information he will inform the House as to what exactly is the position. If anything further is necessary, he will do so.

Dr. Sushila Nayar: I want to ask about another aspect of the question and not about this particular student. Is it not a fact that the delay in providing proper water supply is due to the difficulty in getting pipes for installing a proper water supply system and that this is true not only of this institution but of a number of other places likewise? What steps is the Government taking to facilitate the supply of water pipes so that we do not have more epidemics of this type in other places?

Shri Humayun Kabir: I have already said that we are securing these pipes, but I do not accept that there was an epidemic at Kharagpur.

Mr. Speaker: The hon. Minister in charge of pipes will try to attend to that.

WRITTEN ANSWERS TO QUESTIONS

Establishment of Lubricating Plant in India

*473. **Shri Osman Ali Khan:**
Sardar Iqbal Singh:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether the Stanvac has submitted a scheme to Government for the setting up of a Lubricating Plant in India;

(b) the capacity of the plant; and

(c) whether Government have taken a decision in this regard?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes, Sir.

(b) 100,000 tons per annum of HVI automative oils and intermediate industrial oils; and

(c) Not yet Sir.

Production of Pipes at Rourkela

*484. **Shri Morarka:**
Shri Rajeshwar Patel:
Shri Achar:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the present rate of production of pipes in the Rourkela Pipeline Plant; and

(b) the foreign exchange saved by the increased production?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) The pipe plant produced about 350 tons each in December 1960 and January 1961.

(b) The pipe plant has an order to supply 27000 tons of pipes to Burmah Oil Company (Pipe Lines) in 1961. This order alone will save about Rs. 3 crores in foreign exchange.

Police Housing

*485. **Shrimati Ila Palchoudhuri:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that the Inspector General of Police, Delhi has recently issued orders that Police Officials from the rank of a Constable upto that of a Sub-Inspector who have been in occupation of Government Quarters for the last 5 years have to vacate them;

(b) if so, the number of Police Officials who will be affected by the order;

(c) the reasons for issuing such an order; and

(d) what arrangements have been made for providing alternative accommodation to those who will have to vacate their present quarters?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (c). In view of the shortage of Government accommodation for Police personnel, the Inspector-General of Police, Delhi, issued orders in November, 1960, that all Police personnel of the rank of Foot-Constable to Sub-Inspector, who had been in continuous occupation of such accommodation for a period of five or more years, should vacate it by the 1st of May, 1961, so that it could be allotted to others on the waiting list. The order was passed to rationalise the allotment procedure and to give an equal opportunity to Police officers of these ranks to avail of Government accommodation by turn.

(b) 306.

(d) The officials who vacate their present accommodation in consequence of the Inspector-General of Police's order will be paid house rent allowance in lieu of free residential accommodation.

Banaras Hindu University Professors

*486. **Shri Tyagi:**
Shri Rameshwar Tantia:
Shri S. M. Banerjee:
Shri Khushwaqt Rai:
Shri Kunhan:
Dr. Ram Subhag Singh:
Shri A. K. Gopalan:
Shri Aurobindo Ghosal:

Will the Minister of **Education** be pleased to state:

(a) whether the eight professors of the Banaras Hindu University whose dismissal from service has been held illegal by the Supreme Court have been taken back in service; and

(b) whether it is a fact that they still remain debarred from functioning as the Deans of their Faculties?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). A statement is laid on the Table of the Sabha.

STATEMENT

(a) Four of the eight Profesaors in respect of whom the Supreme Court delivered its judgment, have been taken back in service. The remaining four teachers are those who had earlier filed writ petitions before the Allahabad High Court against the show-cause notices served on them by the Executive Council of the Banaras Hindu University on the basis of the recommendations of the Reviewing Committee and in respect of whom the Executive Council, in terms of the judgment of the High Court, have decided to continue holding enquiry under Statute 30 of the Statutes of the University. The Executive Council have prevented these four teachers from functioning in any capacity whatsoever in the University till the enquiry is completed and a decision arrived at.

(b) The question does not arise in so far as those Professors who have been reinstated are concerned.

विश्वविद्यालयों में गांधी-भवन

*४८७. **श्री नवल प्रभाकर :**
श्री भक्त दर्शन

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गांधी स्मारक निधि के अध्यक्ष ने गांधीवाद के प्रचार के निमित्त प्रत्येक विश्वविद्यालय में गांधी-भवन के निर्माण में सहयोग की प्रार्थना की है; और

(ख) यदि हां, तो क्या सरकार की ओर से इस के लिये स्वीकृति दे दी गई है ?

शिक्षा मंत्री (डा० श्रीमाली) : (क) जी, हां ।

(ख) विश्वविद्यालय अनुदान आयोग से इस सम्बन्ध में प्रार्थना की गई थी और उसने कुछ मामलों में अनुदान दिये हैं ।

Coal Washeries

*488. **Shri D. C. Sharma:**
Shri P. C. Borooah:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether it is a fact that a committee has been appointed for a detailed examination of the utilization of raw coal and middlings from the existing washeries and those proposed during the Third Five Year Plan period; and

(b) if so, their findings?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes.

(b) Government are awaiting the final report of the Committee.

Radar Equipment

*489. **Shri M. R. Krishna:** Will the Minister of **Defence** be pleased to state:

(a) whether any efforts have been made to produce Radar Equipment to track mortar shells and bombs;

(b) whether it is a fact that the Royal Radar Establishment have designed and developed special radar equipment to track the mortar shells and bombs in flight; and

(c) whether the Government of India propose to import such Radars study?

The Minister of Defence (Shri Krishna Menon): (a) to (c). It would not be in the public interest to disclose the information.

Mosques in Varanasi, Ayodhya and Mathura

*490. **Pandit Brij Narayan 'Brajesh':**
Shri B. C. Seth:

Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether the Alamgir Mosque in Varanasi, built after the demolition of the Vishvanath Temple there, the Babri Mosque built in Ayodhya after demolishing the Ram Janmabhoomi Temple there and the mosque built in Mathura after demolishing the Krishna Janmabhoomi there are protected monuments;

(b) whether Government are taking any steps to restore these demolished temples in their original forms, like the Somnath Temple in Gujarat;

(c) whether Muslims are still allowed to offer prayers in these mosques; and

(d) whether Hindus are permitted to offer worship at the sites of these demolished temples?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) The Alamgiri Mosque in Varanasi and Babri Mosque at Ayodhya are not protected. The Mosque at Mathura is however being protected.

(b) No, Sir.

(c) The Mosque at Mathura is in religious use.

(d) Hindus offer worship in that part of the mound which is considered to be the site of 'Krishna Janma'.

उत्तर प्रदेश के विश्वविद्यालयों के उप-कुलपति

*४९१. श्री बाजपेयी: क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश सरकार में विश्वविद्यालयों के उपकुलपतियों के निर्वाचन की प्रणाली को समाप्त करने का निश्चय कर लिया है ;

(ख) यदि हां, तो क्या इस संबंध में विश्वविद्यालय अनुदान आयोग तथा केन्द्र सरकार से विचार-विनिमय किया गया है; और

(ग) क्या समस्त भारतीय विश्वविद्यालयों के उपकुलपतियों की नियुक्ति के तरीके में एक रूपता लाने का प्रश्न सरकार के विचाराधीन है?

शिक्षा मंत्री (डा० का० सा० श्रीमाली): (क) जी, हां ।

(ख) जी, नहीं ।

(ग) भारत सरकार ने १९५४ में ही सब राज्य सरकारों को लिखा था कि दिल्ली विश्वविद्यालय में उपकुलपति की नियुक्ति का जो तरीका प्रचलित है वह निर्वाचन या नामांकन की बहुत सी खामियों से मुक्त है और राज्य सरकारों को चाहिये कि वे राज्य विश्वविद्यालयों के उपकुलपतियों की नियुक्ति के लिये भी यही तरीका अपना लें । अब यह राज्य सरकारों पर निर्भर है कि हर मामले

में परिस्थितियों को देखते हुये जहां तक वे उचित समझें इस सुझाव पर अमल करें ।

Coal Supply

*492. **Shri Vidya Charan Shukla:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether attention of Government has been drawn to the hardships experienced by the coal consumers in Nagpur city due to serious downfall in the supply position of soft and hard coke coal; and

(b) the nature of the steps taken or proposed to be taken to improve and ensure regular supplies in future?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Government are aware that full quotas of soft coke and hard coke have not moved to the State of Maharashtra, including Nagpur City, and consumers may have experienced some hardship.

(b) (i) Arrangements are being made to move soft coke in block rakes to selected centres in Maharashtra, from where distribution can be effected easily by the State authorities;

(ii) a separate provision is being made for the supply of bye-product hard coke in the periodical allotments; and

(iii) the local authorities at Nagpur have been advised to switch over to nut coke from the Bhilai Steel Works, as the rail movement will be easier than from Bengal-Bihar. This coke can be used both for domestic consumption and for small scale industries.

Geological Survey of Himachal Pradesh

*493. **Shri J. B. S. Bist:** Will the Minister of **Steel, Mines and Fuel** be pleased to state whether Government propose to conduct a geological survey of Chini and Pangi areas of Himachal Pradesh?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Systematic mapping and mineral investigation in the area adjacent to Chini and Pangi areas has already been taken up by the Geological Survey of India during the year 1960-61. This investigation is proposed to be continued during the Third Five Year Plan period.

Excavations at Saragwala (Ahmedabad)

*494. **Shri Kalika Singh:** Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether the archaeological excavations at Saragwala in Ahmedabad district have been completed;

(b) if so, the discoveries made so far;

(c) whether the big mound Lothal has yielded valuable finds;

(d) if so, the nature thereof; and

(e) what periods of history or prehistory, people and culture have come to light as a result of studies made so far?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) to (e). Detailed information has already been published in 'Indian Archaeology—A Review' from 1954-55 to 1959-60, copies of which are available in the Library of Parliament.

All-India Federation of Hindi Organisations

*495. { **Shri Arjun Singh Bhadauria:** / **Shri P. G. Deb:**

Will the Minister of **Education** be pleased to state:

(a) whether an All India Federation of the various voluntary Hindi Organisations is being set-up by Government for the spread of Hindi language; and

(b) if so, the total amount sanctioned for the same?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). The Government do not propose to set up such a Federation themselves. It is for the Voluntary Organisations to form such a federation; however, the need for it has been accepted by several Voluntary Organisations and as the Government wish to help such a move, the Question has been referred to the Hindi Shiksha Samiti for detailed examination.

कोयले का संभरण

*४६६. **पंडित ज्वा० प्र० ज्योतिषी :**
श्री प्रकाशवीर शास्त्री :

क्या इस्पात, खान और ईंधन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उचित किस्म के कोयले की कमी के कारण भारतीय उद्योगों के विकास में रुकावट आ रही है;

(ख) तीसरी पंच वर्षीय योजना के अन्तर्गत आरम्भ होने वाले बड़े बड़े उद्योगों के मार्ग में कोई बाधा न आये इस के लिये पर्याप्त कोयले के सम्भरण के लिये शासन कौन से कदम उठा रहा है ; और

(ग) कोयले के उत्पादन को बढ़ाने के लिये राष्ट्रीय कोयला विकास निगम ने क्या-क्या योजनायें बनायी हैं और उनकी पूर्ति के लिये किन-किन देशों से सहयोग लेने का विचार है ?

इस्पात, खान और ईंधन मंत्री (सरदार स्वर्ण सिंह): (क) यह सच है कि परिवहन सुविधाओं की प्राप्ति की अपेक्षा कोयले की मांग अधिक होने के कारण कोयले की कमियों को कई स्थानों पर महसूस किया गया है । जुलाई १९६१ के बाद इस स्थिति में बहुत काफी सुधार होने की आशा है । इसी बीच में कोयले के प्रेषण के लिये अधिक वैगनों के मंजने के लिये हर प्रकार के यत्न किये जायेंगे । परिवहन के अन्य साधनों का अधिक उपयोग करने का अनुसंधान किया जायेगा ।

(ख) तथा (ग) : सभा पटल पर एक विवरण पत्र रख दिया गया है ।

विवरण

भाग (ख) तृतीय योजना के अन्तर्गत प्रत्येक क्षेत्र, जिसमें बड़े उद्योग शामिल हैं, की भावी मांगों को ध्यान में रखते हुये समधिक उत्पादन के लक्ष्यों का निर्धारण किया गया है । सिंगरैनी खदानों को शामिल करते हुये सरकारी क्षेत्र में २० मिलियन टन और व्यक्तिगत क्षेत्र में १६ मलियन टन से लेकर १७ मिलियन टन के उत्पादन करने को कहा जायेगा ; इस प्रकार दोनों क्षेत्रों में द्वितीय योजना के लक्ष्य से लगभग ३७ मिलियन टन अधिक का उत्पादन होगा । इस सम्बन्ध में आवश्यक योजना बनाने का काम और अन्य प्रारम्भिक कार्यवाही शुरू कर दी गयी है और यह कार्य यथा संभव शक्ति से अनुशरण किया जा रहा है । बढ़ती हुई मांगों के अनुसार रेलवे की परिवहन योजना का समायोजन किया जायेगा ।

भाग (ग) राष्ट्रीयि कोयला विकास निगम ने अपने द्वारा उत्पादित किये जाने वाले कोयले के समधिक १७ मिलियन टन का क्षेत्रों के अनुसार अस्थायी कार्यक्रम नियत किया है । वर्तमान खानों से उत्पादन को बढ़ाने के अतिरिक्त, कथारा, रामगढ़, पश्चिमी बोकारो, झरिया और दूसरे क्षेत्रों में नई खानों के विकास की योजनायें चालू हैं । गहन व्यधन, जिनको शुरू किया गया है, के परिणामों को जानने के बाद खानों की वास्तविक स्थिति मालूम होगी ।

विवृत खनन (opcn cast mining) भूमि गत खनन, और केन्द्रीय वर्कशापों के निर्माण तथा देखभाल और धावन-शालाओं (washeries) के कई कठिन

विषयों के बारे में विदेशीय सहायता मांगी जा रही है । इस विषय में जिन देशों से सहायता मांगी गई है, वे है संयुक्त राज्य अमेरिका, इंगलिस्तान, फ्रांस, पश्चिमी जर्मनी और पोलड । पहले चार देशों में से कई प्रस्ताव प्राप्त हुये हैं और इन पर विचार की अवस्था विभिन्न है । झरिया क्षेत्र में कोक कोयला के गहरे कपक खनन (deep shaft mining) का अन्वेषण करने के लिये पोलड से आया हुआ एक तकनीकी दल आजकल देश में है । इन देशों में से हर एक देश से प्राप्त होने वाली सहायता के क्षेत्र और तरीकों पर अन्तिम निर्णय करने में कुछ समय लगेगा ।

Census

497. Shri P. C. Borooah: Will the Minister of **Home Affairs** be pleased to state:

(a) whether certain questions regarding the origin of the people, which help in determining the real mother tongue of the incumbents, and which were included in the Questionnaire for the 1951 Census, have been dispensed with from the 1961 Census Questionnaire; and

(b) whether the enumerators have been issued any special instructions to find out the correct facts while collecting the data?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) In the 1951 Census, each State Government was permitted to add any question to the Census Questionnaire. The Assam Government added a question on indigenous persons. This question did not help to determine the mother-tongue of individuals. It has been decided that the State Governments need not add any questions to the Census Questionnaire of 1961.

(b) Intensive training has been given to all Enumerators in Census taking. They have been instructed to record the answers as given by the citizens. In cases of genuine suspicion, where the Enumerator suspects that the citizen has given a deliberately wrong answer, the Enumerator would still record the answer as given, but the citizen would be liable under the penal provisions of the Census Act.

Coal Controller's Office, Calcutta

***498. Shrimati Renu Chakravartty:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether it is a fact that over 100 personnel of Coal Controller's Office, Calcutta, have been rendered surplus as a result of recommendations of the Special Reorganisation Unit;

(b) if not, what is the exact number; and

(c) in view of growing importance of the Coal Controller's Office and increased work due to higher production whether their cases are being reviewed?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). Yes. The exact number is 4 in the officers' grade and 141 other staff.

(c) No. The matter will, however, be examined in due course as and when data are available to a perceptible increase in the work of the headquarters office of the Coal Controller. Meanwhile, the surplus staff will be adjusted against normal vacancies in the Coal Controller's Organisation, and efforts will also be made to get them absorbed in other Central Government Offices in Calcutta.

Institute of Precision Mechanics and Technicians

***499. Shri Inder J. Malhotra:**
Shri Bahadur Singh:
Shri Nek Ram Negi:
Shri Damani:

Will the Minister of **Scientific Research and Cultural Affairs** be pleased to refer to the reply given to Starred

Question No. 745 on 7th December, 1960 and state:

(a) whether the agreement between the Swiss Foundation for Technical assistance and the Government of India has been finalised to set up the Institute for training of precision mechanics and technicians; and

(b) what further progress has been made in the matter?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Not yet, Sir.

(b) The agreement has been drafted and sent to Swiss Foundation. A Swiss team is expected to come to Delhi in early March, 1961 for finalisation of the agreement.

Japanese Mission

*500. **Shri Aurobindo Ghosal:**
Shri P. C. Borooah:

Will the Minister of **Finance** be pleased to state:

(a) whether an Economic Co-operation Mission from Japan visited India to discuss economic problems and technical tie-up arrangements recently;

(b) if so, what particular matters were discussed, and

(c) what were their observations and assessments as to India's economic conditions?

The Deputy Minister of Finance (Shri B. R. Bhagat): This Question will be answered by the Minister of Commerce and Industry on a subsequent date.

Delhi School Teachers' Strike Threat

*501. **Shri Shree Narayan Das:**
Shri Harish Chandra Mathur:
Shri Ram Krishan Gupta:

Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that the Delhi School Teachers' Association has sent a notice to the effect that if its demands were not accepted by the Government the teachers would go on strike;

(b) if so, what are those demands; and

(c) what is the reaction of the Government in this regard?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c). A statement is laid on the Table of the Lok Sabha.

STATEMENT

(a) and (b). The Delhi School Teachers Association has sent copy of a resolution passed by the general body of the Association at a special meeting held on the 12th February, 1961 in which it has been stated that the teachers in Delhi will be compelled to take recourse to some kind of effective action—general strike and hunger strike not excluded—to secure fulfilment of some of the assurances which were given by Government in June 1958 but have not been implemented.

(c). The allegation made by the Association in regard to the non-fulfilment of the demands accepted by Government in June 1958 is not correct. The demands which were accepted by the Government either in whole on in part have already been implemented in the form in which they were accepted. There were, however, certain demands in which the Government only gave assurance that if specific individual cases were brought to notice, they would be duly examined on merits. As and when cases were pointed out by the Association, they were examined and it was found that the teachers in question were the employees of the Delhi Municipal Corporation. Their cases were accordingly referred to the Corporation for examination and necessary action. The Association is aggrieved in regard to the delay in the settlement of some of these indivi-

dual cases which have not been finalised by the Corporation so far. The Corporation had been asked to expedite the settlement of these cases and they had promised to do so. The matter is, however, being brought to their notice again.

Prohibition

*502. **Shri Harish Chandra Mathur:**
Shri P. C. Borooah:
Shri Rameshwar Tantia:

Will the Minister of **Home Affairs** be pleased to state:

(a) what steps have been taken by Government in acceptance and implementation of Lok Sabha Resolution of 1956 regarding prohibition;

(b) whether any phased programme was drawn up for the purpose and what progress has been made in the matter;

(c) what was the total excise revenue of States from wine and liquor in 1947 and 1960; and

(d) how far the enforcement of prohibition is estimated to affect the foreign exchange position in the country and its general economy?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). A phased programme of prohibition was drawn up and the specific recommendations included in the Second Five Year Plan at Chapter XXIX. The steps taken by the State Governments in the matter are set out in the statement laid on the Table of the House. [*See* Appendix II, annexure No. 16].

(c) The information is being collected from the States and will be laid on the Table of the House.

(d) This raises question of too wide a scope to be dealt with within the limits of an answer to a question.

Interchange of High Court Judges

*503. **Shri Osman Ali Khan:**
Shri Vidya Charan Shukla:
Shri Rami Reddy:
Shri Achar:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether the attention of Government has been drawn to the resolution passed at the Bar Association, Madras, suggeting intercharge of Judges among the High Courts of India in the interest of national unity;

(b) whether the attention of Government has also been drawn to the suggestion for holding a circuit session of the Supreme Court in South India; and

(c) whether the Government has considered these proposals and the decision thereon?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). Government have merely seen press reports of the resolutions said to have been passed by the Madras Bar Association, Madras, regarding these proposals, and have not received any formal communication in the matter.

Children's Book Trust

*504. **Shri Ram Krishan Gupta:** Will the Minister of **Education** be pleased to refer to the reply given to Unstarred Question No. 432 on the 21st November, 1960 and state the progress so far made in the installation of the press by the Children's Book Trust?

The Minister of Education (Dr. K. L. Shrimali): The Plan for the office building of the Children's Book Trust has since been approved by the Delhi Municipal Corporation. The Children's Book Trust is taking steps to start the construction of the building.

Girls' Education

*505. **Shri Kodiyan:** Will the Minister of **Education** be pleased to state:

(a) what steps Government propose to take for expansion of girls' education at the secondary stage during the Third Plan period; and

(b) what provision has been made in the Third Five Year Plan for this purpose?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

(a) The Ministry of Education, after considering the recommendations made by the National Committee on Women's Education and the National Council for Women's Education, have proposed a special programme for the expansion of girls' education at the secondary stage during the Third Five Year Plan which will include the following schemes among others:—

(i) Hostels for girls, mainly from rural areas.

(ii) Free tuition in rural areas and half-free concession in urban areas for girls of certain income groups.

(iii) Special amenities like sanitary blocks in co-educational schools;

(iv) Free or subsidized transport where hostel facilities do not exist; and

(v) Scholarships, stipends, prizes, etc. to needy and deserving girls.

The State Governments/Union Territories may select one or more of these schemes (or even any schemes other than those mentioned above) to suit local requirements.

(b) Funds for this purpose are to be provided in the State Sector. Information regarding the provisions finally made by the State Governments in their Plans has yet to be received from the States.

Concession for Expenditure Tax Assessees

*506. **Shri P. C. Borooah:** Will the Minister of **Finance** be pleased to state:

(a) whether the Central Board of Revenue has decided to grant some concessions in respect of the overall alternative allowance admissible to the Expenditure-tax assessees under section 6(2) of the Expenditure-tax Act;

(b) if so, what; and

(c) why were these concessions necessitated?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a). Yes.

(b). (i) Assessees who desire to claim the alternative overall allowance under section 6(2) of the Expenditure Tax Act instead of the allowances admissible under section 6(1)—(b) to (i) such as basic allowance of Rs. 30,000, legal expenses, medical expenses, educational expenses, expenses on parents, marriage expenses etc., for the assessment years 1959-60 and 1960-61, will be allowed to do so till the 31st March, 1961 although according to the time limit prescribed in section 6(2) such option could be exercised only before filing the return for the assessment year 1958-59.

(ii) The alternative allowance under the section is based on the average expenditure of the three years prior to the first year under the Expenditure Tax Act. Ordinarily such average expenditure, would be computed with reference to the Act as it stood in 1958. The following items which have become liable to tax from the assessment year 1959-60 will also now be taken into account in computing the average expenditure.

(a) Expenditure of dependants.

(b) Expenditure on maintenance of residential buildings occupied by the assessee or his dependants.

(c) Expenditure on bullion and jewellery.

(d) Expenditure on products of Cottage Industry and works of art individually costing Rs. 1,000 or less.

(iii) The assessees whose expenditure-tax assessments for the years 1959-60 and 1960-61 have already been completed, can also have the figures of allowance revised on the above basis.

(c) The scope and basis of the taxable expenditure has been expanded in 1959. It is intended by these concessions to relax the provisions relating to the allowance with a view to adopt the same basis for computation of average expenditure for determining the allowance as is adopted for computing the taxable expenditure. An assessee whose alternative allowance is likely to go up if the basis of like for like is adopted may now find it advantageous to select the overall alternative allowance. Such assessees have therefore been allowed to exercise option for it till 31-3-1961. These concessions have been granted as a strict interpretation of the law may lead to hardships which were not intended.

Staff Cars

*507. **Shri Tyagi:** Will the Minister of **Home Affairs** be pleased to state:

(a) how many staff cars have been either ordered or imported by the Government of India for use as State vehicles during the last three years; and

(b) from which countries they are imported and what is the total foreign exchange involved?

The Minister of State in the Ministry of Home Affairs (Shri Datar): The information is being collected and will be laid on the Table of the House in due course.

Coal Mining Programme

*508. **Shri Kalika Singh:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether the efforts of the Ministry to receive assistance from foreign countries for coal mining programme have been successful;

(b) if so, to what extent;

(c) what projects of the National Coal Development Corporation are likely to receive top priority during the Third Five Year Plan; and

(d) which of the countries are negotiating with India to undertake the execution of the approved projects?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a), (b) and (d): Assistance is being sought in respect of certain difficult aspects of open-cast and underground mining, erection and maintenance of Central workshops and washeries. The countries approached on this behalf are the U.S.A., U.K, France, West Germany and Poland. Certain offers have been received from the first four, and these are in various stages of consideration. A technical team from Poland is at present in the country to investigate deep shaft mining of coking coal in the Jharia field. It will be sometime yet before final decisions are taken as to the scope and mode of assistance to be availed of from each of these countries.

In addition, an open cast mine, two underground mines and a workshop in the Korba coalfield, and wto washeries, one in Kathara and the other in Karanpura, are to be established under the credits offered by the U.S.S.R.

(c) The following projects are likely to receive the highest priority:—

(i) Underground mining of thick and steeply inclined seams in Kathara, Karanpura and Jarangdih;

(ii) Open-cast mining of coking coal near Ramgarh;

(iii) Deep shaft mining of coking coal in Jharia.

Census in Assam

*509. **Shrimati Renu Chakravartty:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether the categorisation of people in the Assam valley speaking Bengali is counted as indigenous or not; and

(b) whether any other State in India has made a request to enquire about who were indigenous persons in their respective States?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) No such categorisation has been accepted for the 1961 Census in Assam.

(b) No.

African Students' March on Belgian Embassy

*510. **Shri D. C. Sharma:**
Shri Raghunath Singh:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that about 60 African students of Delhi University marched on the offices of the Belgian Embassy in Jor Bagh, New Delhi, broke open its doors, made a forced entry into the building and caused damage to property on the 14th February, 1961 in protest against the murder of Mr. Lumumba;

(b) whether any person was injured in the incident;

(c) the loss of property estimated; and

(d) the action taken in the matter?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (d). At about 1-30 P.M. on the 14th February 1961 about 40 African students demonstrated before the Chancery of the Belgian Embassy in Jor Bagh. The demonstrators entered the premises and damaged some glass panes, windows and almirahs and some other articles. The damage to property is estimated at about Rs. 100. No one was injured in this incident. The demonstrators moved away on the arrival of the police. Necessary arrangements have been made for the protection of the Embassy.

National Educational Research Council

*511. **Shri Osman Ali Khan:**
Shri P. C. Borooah:

Will the Minister of **Education** be pleased to state:

(a) whether the Planning Commission is considering a proposal to set up a National Educational Research Council; and

(b) if so, the details of the proposal?

The Minister of Education (Dr K. L. Shrimali): (a) A proposal is under consideration of the Ministry of Education.

(b) The details of the proposal are being worked out and have not yet been finalised.

Scheduled Castes and Scheduled Tribes in Central Services

*512. **Shri Kodiyan:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether there has been any improvement in the representation of Scheduled Castes and Scheduled Tribes in the Central Services, as a result of the appointment of special Liaison Officers in each Ministry for ensuring observance of instructions regarding recruitment of candidates belonging to these communities;

(b) if so, to what extent; and

(c) how many of these Liaison Officers belong to the Scheduled Castes and Scheduled Tribes?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The Liaison Officers were appointed by April|May, 1959, and compared with the position as on 1st January, 1959, there was improvement in the representation of the Scheduled Castes and the Scheduled Tribes in the Services of the Central Government as on 1st January, 1960. But it is not possible to say as to what extent the improvement is attributable to the appointment of Liaison Officers.

(c) Two of these officers belong to Scheduled Castes, and none to Scheduled Tribes.

Purchasing Power of Rupee

*513. **Shri Kalika Singh:** Will the Minister of **Finance** be pleased to state:

(a) assuming the purchasing power of the Rupee at 100 Naye Paise on the date of enforcement of the Decimal Coinage how many Naye paise less is the present purchasing power of Rupee according to the latest indices maintained by the Reserve Bank of India;

(b) whether the Rupee is strong according to economic indicators; and

(c) how the Bank rate is helping in the strength of the Rupee?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) The rise in the index of wholesale prices between March 1957 (Decimal Coinage was introduced as from April 1) and December 1960 has been 18 per cent. The rise in the working class cost of living index in the same period has been 16 per cent. The variation in the purchasing power of the rupee can be taken as the inverse of the change in either of these two indices that is about 14-15 per cent.

(b) Yes.

(c) The Bank rate assists in regulating the volume of credit creation and maintaining monetary stability.

Letters of Shri Dutt, Former I.G. Police, Assam to Centre

*514. **Shri Tyagi:**
Shri Indrajit Gupta:
Shri Assar:
Shri P. C. Borooah:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that long before the anti-Bengali distrubances occurred in Assam Mr. S. M. Dutt, the then Inspector General of Police, addressed three letters to the Union Home Ministry appraising it of the situation in the State; and

(b) whether the Minister will lay copies of these letters on the Table?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Shri S. M. Dutt wrote three secret and personal letters to the Director, Intelligence Bureau, in June, 1960.

(b) No.

West German Aid for Rourkela Steel Plant

*515. **Shri P. C. Borooah:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether a substantial part of West German aid for Rourkela is expected to be rendered surplus from the project;

(b) if so, how much; and

(c) whether this is proposed to be utilised for other allied projects?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (c). A small proportion of the Rourkela credit of DM 660 million is likely to be surplus after meeting liabilities arising from the trans-

actions listed in the credit agreement of 26-2-1958. The question of utilising the entire amount of the credit by extending the period of its availability and its scope is at present under negotiation with the German authorities.

Monuments in Kerala

799. Shri D. C. Sharma: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) the total amount allotted for the maintenance and special repairs of each of the protected monuments in Kerala for the years 1959-60 and 1960-61; and

(b) what amount has been actually spent so far for each of the protected monuments?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) and (b). Time and labour spent in collecting the information are not commensurate with the results thereof.

Hostels for Marathwada University Students

800. Shri Pangarkar: Will the Minister of **Education** be pleased to state:

(a) whether any request has been received from the Marathwada University or the Government of Maharashtra for any grant or loan for construction of hostels for students of colleges affiliated to Marathwada University; and

(b) if so, the action taken thereon?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). In 1959-60 two colleges affiliated to Marathwada University, namely, the Milind Mahavidyalaya, Aurangabad and the People's College, Nanded, applied to the University Grants Commission for payment of grants for construction of hostels for their girl students.

In the case of Milind Mahavidyalaya, the proposal has been approved by the University Grants Commission at an estimated cost of Rs. 1,33,000, subject to the condition that the Commission's share of assistance will be limited to Rs. 99,750 or 75 per cent. of the actual cost, whichever is less. A sum of Rs. 30,000 has so far been released to the Mahavidyalaya.

In the case of People's college, Nanded, the proposal has been approved at an estimated cost of Rs. 1,36,800, subject to the condition that the Commission's share will be Rs. 1,02,600 or 75 per cent. of the actual cost, whichever is less. The Commission has decided to release a sum of Rs. 15,000 as first instalment of the grant.

Aid to Physical Culture Organisations in Maharashtra

801. Shri Pangarkar: Will the Minister of **Education** be pleased to state:

(a) the names of physical culture organisations in Maharashtra which received financial aid from the Government of India during 1960-61 and the respective amounts; and

(b) the names of Organisations which have applied for financial assistance and have not been given the assistance during the same period?

The Minister of Education (Dr. K. L. Shrimali):

(a) Kaivalyadham Shreeman Madhava Yoga Mandir Samiti, Lonavla	82,376/-
2. Maharashtriya Mandal, Poona	20,000/-
3. Gujarat Research Society, Bombay	500/-

4. Shri Samarth Vyayam Mandir, Dadar, Bombay	2,500/-
5. Bhanu Talim Sanstha, Miraj	2,500/-
6. Vyayam Mandal, Satara	1,160/-
7. Subhash Mandir, Nagpur. . . .	1,230/-
8. Nagpur Vyayamshala, Nagpur. . . .	1,451/-
(b) 1. Gujarat Research Society, Bombay . .	
2. H.V.P. Mandal's Bhartiya Shareerik Prashikshan Vidyalaya Amravati .	
3. Yoga Institute, Santa Cruz, Bombay . .	
4. Shri Samarth Vyayam Mandir Certificate Course in Physical Education Institute, Dadar, Bombay.	

University Education by Post

802. **Shri Pangarkar:**
Shri Harish Chandra Mathur:
Shri Damani:
Shri P. C. Borooah:

Will the Minister of **Education** be pleased to refer to the reply given to Unstarred Question No. 778 on the 24th November, 1960 and state:

(a) whether the details regarding University education by post have since been worked out; and

(b) if so, the result thereof?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). A draft scheme for the institution of correspondence courses in selected unrversities has been prepared and circulated to the University Grants Commission, the Universities and the State Governments for comments before finalization.

Small Savings in Maharashtra

803. Shri Pangarkar: Will the Minister of **Finance** be pleased to state the total amount collected under the Small Savings Scheme during the year 1959-60 in the Bhir district of Maharashtra?

The Minister of Finance (Shri Morarji Desai): Rs. 32,26,000 approximately.

Pakistani Smugglers

804. **Shri Ram Krishan Gupta:**
Shri D. C. Sharma:

Will the Minister of **Finance** be pleased to state:

(a) the number of Pakistani smugglers arrested or injured on the border of West-Pakistan during the last three months; and

(b) the value of goods seized from them?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The information is being collected and will be laid on the Table of the Sabha.

Superannuated Officers in Public Enterprises

805. Shri Harish Chandra Mathur: Will the Minister of **Home Affairs** be pleased to state:

(a) whether a statement will be laid on the Table indicating the name, designation salary and period of the superannuated officers working in the public sector enterprises; and

(b) whether Government have given any policy directive in the matter?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Information is not available with this Ministry. It will be collected and laid on the Table of the House.

(b) The orders which are applicable to the employees of Government are generally expected to be followed by the public sector enterprises as far as possible.

Basic Education in Delhi

806. Shri Kunhan: Will the Minister of **Education** be pleased to refer to the reply given to Unstarred Question No. 1012 on the 29th November, 1960 and state:

(a) whether the assessment Committee set up by the Delhi Education Directorate to evaluate the progress of basic schools in Delhi has completed its work;

(b) if so, whether any report has been submitted by the Committee;

(c) if so, what are the recommendations; and

(d) the action taken thereon?

The Minister of Education (Dr. K. L. Shrimali): (a) No, Sir.

(b) to (d). Do not arise.

Silver Mines

807. Shri D. C. Sharma: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the number and names of the States in India where silver mines are working at present; and

(b) the annual output of silver from these mines in terms of rupees?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) There are no mines exclusively worked for silver in India but silver is obtained from gold and lead concentrates. There are in all 4 gold mines in Mysore and one lead-zinc mine in Rajasthan from which silver is also obtained.

(b) The quantity and value of silver recovered from these mines during the years 1959 and 1960 is as under:—

Year	Quantity	Value
		Rs.
(i) 1959 . .	3,881 Kgms	6,61,000
(ii) 1960 . .	4,128 Kgms	7,80,000

Opium Cultivation

808 Shri D. C. Sharma: Will the Minister of **Finance** be pleased to state:

(a) the names of the districts of Punjab where opium is cultivated; and

(b) the names of the districts from which people have ben placing their demand in connection with the cultivation of opium for the last 4 years?

The Minister of Finance (Shri Morarji Desai): (a) Opium is not cultivated in Punjab.

(b) The Government of India have not received any demand from people in Punjab in connection with the cultivation of opium.

Children of Political Sufferers in Rajasthan

809. Shri Onkar Lal: Will the Minister of **Home Affairs** be pleased to state the amount of financial help given to children of political sufferers in Rajasthan by Central Government per annum?

The Minister of State in the Ministry of Home Affairs (Shri Datar): A statement showing the amount of financial assistance given to political sufferers in Rajasthan from year to year has been laid on the Table of the House in reply to Unstarred Question No. 564 by the same Member. In addition to such financial assistance, Government of India have adopted a scheme of Central assistance for affording educational stipends and scholarships to the children of political sufferers in States. According to this scheme, the Government of India will bear 50 per cent of the cost involved in respect of each State. The Government of Rajasthan have not so far sent their scheme for Central assistance for the approval of the Government of India.

Indian Students Abroad

810. Shri Kumbhar: Will the Minister of **Education** be pleased to state:

(a) the number of students, State and Union Administration-wise reading abroad country-wise so far with the financial help of the Central Government; and

(b) the number of scheduled castes and tribes among them.

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). A Statement is laid on the Table of the Sabha. [*See* Appendix II, annexure No. 17].

Educational Grants to Orissa

811. Shri Kumbhar: Will the Minister of **Education** be pleased to state:

(a) the amount allotted to Orissa State for development of education of girls and women, for primary, secondary and higher education separately during the Second Five Year Plan period year-wise;

(b) the achievement made thereon so far; and

(c) how much is being allotted to Orissa State on this account during the Third Five Year Plan period?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

(a) Under the Centrally Sponsored scheme for Expansion of Girls Education and Training of Women Teachers initiated in 1957-58, for the primary and middle stages, the Central allocation for the Orissa State during each year of the Second Plan is given below:

	Rs.
1957-58	1,11,960
1958-59	3,61,000
1959-60	4,00,000
1960-61	3,61,000

A sub-scheme for provision of hostel facilities in middle and secondary schools for girls has been approved during 1960-61 under the above scheme for which Central allocation is Rs. 1·5 lakhs.

There was no such scheme for the education of girls and women at the higher stage.

(b) The expenditure incurred on the above mentioned scheme year-wise is given below:

	Rs.
1957-58	51,170
1958-59	3,86,956
1959-60	3,17,368
1960-61	will be known after March, 1961.

(c) The provision on account of the scheme has to be made by the State Government in the State Plan. Information regarding the amount finally provided in the State Plan has not yet been received from the State Government.

Primary and Secondary School Teachers of Orissa

812. { Shri Kumbhar: / Shri Sanganna:

Will the Minister of **Education** be pleased to state:

(a) the amount allotted to Orissa State on account of the salary of the Primary and Secondary Teachers of the State during the Second Five Year Plan period yearwise so far; and

(b) how much is being allotted to Orissa State on this account during the Third Five Year Plan period?

The Minister of Education (Dr. K. L. Shrimali): (a) During 1956-57 and 1957-58, Central assistance amounting to Rs. 2.77 lakhs and Rs. 5.76 lakhs respectively has been sanctioned on account of improvement of pay of Primary school teachers. The State Government did not implement any scheme regarding Secondary school teachers during these years. Similar information for the remaining years of the Second Plan is not available as

according to the revised procedure grants are sanctioned in total sums and not for individual schemes separately.

(b) In the Third Plan, the State Governments are themselves to make provision in their State Plans for such schemes as they may formulate for improving the teachers salaries within the overall ceiling on resources allotted to the States.

Collection of Taxes in Orissa

813. Shri Kumbhar: Will the Minister of **Finance** be pleased to state:

(a) the total amount of different taxes collected from Orissa by the Centre during the Second Five Year Plan period so far; and

(b) the total amount of arrear, if any, so far?

The Minister of Finance (Shri Morarji Desai): (a) and (b). A statement is laid on the Table of the Sabha. [*See* Appendix II, annexure No. 18].

Central Loan Due from Orissa

814. Shri Kumbhar: Will the Minister of **Finance** be pleased to state:

(a) on what accounts Central loan is outstanding against the Orissa State from the beginning of the First Five Year Plan period so far;

(b) the yearly interest and instalment for repayment of the loan; and

(c) the amount of capital and interest repaid so far on each account?

The Minister of Finance (Shri Morarji Desai): (a) and (c). A statement showing the various categories of loans outstanding on 31st March 1960 and principal repaid and interest paid during 1959-60 is placed on the Table. [*See* Appendix II, annexure No. 19].

(b) As the terms and conditions of the loans vary depending upon the period and the purpose for which the loans are granted from time to time, there are no fixed annual instalments for repayment of capital or payment of interest.

Propagation of Hindi in Orissa

815. Shri Kumbhar: Will the Minister of **Education** be pleased to state:

(a) the nature of help given by the Central Government to Orissa State for propagation of Hindi language in the State during the Second Five Year Plan period so far;

(b) the nature of the implementation of the scheme in the State with that help during that period; and

(c) how much is being allotted for the purpose during the Third Five Year Plan period?

The Minister of Education (Dr. K. L. Shrimali): A statement is laid on the Table of the Sabha.

STATEMENT

(a) and (b). (i) The Government of Orissa has utilised a sum of Rs. 1,58,831 as Central assistance under the scheme 'Promotion of Hindi' during the first four years of the Second Five Year Plan on the implementation of the following items of work:—

1. Appointment of Hindi Lecturers in Colleges;
2. Opening of Hindi Teachers' Training College;
3. Grants to Rashtrabhasha Prachar Samiti, Cuttack;
4. Teaching of Hindi to State Government employees.

(ii) A sum of Rs. 2,13,906 was paid to the Government of Orissa in respect of the scheme "Appointment of Hindi Teachers in High/Higher Secondary Schools" during the first four years of the Plan. The State Government has utilised a sum of Rs. 2,11,546 —out of these grants and has provided 180 High Schools of the State with Hindi teachers under the scheme.

(iii) 1,000 sets of 36 selected Hindi books and 338 sets of 11 selected Hindi books were supplied to the State free

of cost for distribution to Libraries during the years 1958-59 and 1959-60.

(c) The propagation schemes under implementation in the Second Plan are proposed to be continued in the Third Plan. No State-wise allocations have been made.

Export of Coal

816. Shri Daljit Singh: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the quantity of coal exported to foreign countries during 1959-60; and

(b) the names of countries with details of agreements in this regard?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) 1,401,986 tons.

(b) Exports were to Burma, Ceylon, Pakistan, Japan, Yugoslavia, Hongkong and Nepal. Of these, only the export to Pakistan was in pursuance of a trade Agreement at Government level. The agreement provided for the supply of 1,00,000 tons per month to West and East Pakistan. All other exports were through trade channels.

Amenities to Municipal Scavengers in Punjab

817. Shri D. C. Sharma: Will the Minister of **Home Affairs** be pleased to state:

(a) whether any assistance has been given to Punjab during 1960-61 for providing amenities to the Municipal scavengers; and

(b) if so, how much?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) None from the provision for the welfare of backward classes.

(b) Does not arise.

Encounters on Ladakh Border

818. Shri D. C. Sharma: Will the Minister of **Defence** be pleased to state how many soldiers or officers were killed or injured during the last three months on the Ladakh frontier of India either in encounter with Chinese soldiers or by bullets from Chinese soldiers or police?

The Minister of Defence (Shri Krishna Menon): No one belonging to our Army or Police has been killed or injured on the Ladakh border by Chinese action in the last three months.

Children of Political Sufferers in U.P.

819. Shri Sarju Pandey: Will the Minister of **Home Affairs** be pleased to state the amount of financial help given to children of political sufferers in Uttar Pradesh by Central Government per annum?

The Minister of State in the Ministry of Home Affairs (Shri Datar): A statement showing the amount of financial assistance given to political sufferers and their families in Uttar Pradesh from year to year is laid on the Table. [*See* Appendix II, annexure No. 20]. In addition to such financial assistance, a scheme for the grant of educational stipends and scholarships to the children of political suffereds was introduced in Uttar Pradesh during 1960-61. According to this scheme, the Government of India will bear 50 per cent. of the cost involved in respect of each State The Government of India's contribution to the scheme in respect of Uttar Pradesh for the year 1960-61 will be sanctioned after the expenditure figures for the whole year are furnished by the State Government.

Production of Tobacco

820. Shri Sarju Pandey: Will the Minister of **Finance** be pleased to state:

(a) the total yearly production of tobacco in U.P. during last four years;

(b) the total excise duty realised year-wise during the same period; and

(c) the method of assessment followed?

The Minister of Finance (Shri Morarji Desai): (a) and (b).

Year	Production of tobacco Lbs. (000)	Total excise duty (basic and additional) realised. Rs. (000)
1956-57 . .	82310	54604 (basic)
1957-58 . .	46055	61199
1958-59 . .	67366	61549
1959-60 . .	66067	66159

(c). Assessments are generally made on the declared weight of the produce checked by actual weightment and average yield. In cases of abnormal difference between the produce declared by the growers and that worked out on the basis of average yield and in cases where grower/curer produces tobacco over and above the exemption limit fixed by the Collector of Central Excise but disposes of the tobacco without furnishing the annual returns or furnishes incorrect annual returns, a notice is issued to the grower/curer to show cause why summary assessment should not be made on the basis of acreage, average yield etc. On receipt of the reply, the case is scrutinised and demand for duty is issued under rule 37-A of the Central Excise Rules, 1944.

Iron Sheets for U.P.

821. Shri Sarju Pandey: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the demand of iron sheets by U.P. State during 1960; and

(b) the extent to which demand was met?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). Demands are received and allocations are made according to financial year. The information for the year 1960-61 is given below:—

	(In long tons)
Demand	90,173
Allotment	43,101
Supply/Despatch	10,785
	(April to Dec. '60).

Houses for Scheduled Castes and Scheduled Tribes

822. Shri Kumbhar: Will the Minister of **Home Affairs** be pleased to state:

(a) the amount of money allotted to various Union Territories for construction of dwelling houses there for the Scheduled Castes and Scheduled Tribes during the Second Five Year Plan period year-wise so far;

(b) the number of houses constructed during that period so far;

(c) the number of families housed; and

(d) how much is being allotted for the Third Five Year Plan period?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) to (c). The information is being collected from the Administrations and will be laid on the Table of the House as soon as it is received.

(d) It is not possible to give this information as the scheme-wise allocations have not been finalised.

विदेश भेजे गये शिष्टमण्डल

८२३. { **श्री प्रकाशवीर शास्त्री :**
श्री पहाड़िया :

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले पांच वर्षों में कितने सरकारी अथवा गैर-सरकारी शिष्टमंडल विदेशों को भेजे गये ;

(ख) इन शिष्ट मंडलों में से प्रत्येक पर सरकार का कितना धन व्यय हुआ ;

(ग) क्या भविष्य में देश की आर्थिक स्थिति को ध्यान में रखते हुये सरकार इन शिष्टमंडलों की संख्या कम करने का विचार कर रही है ; और

(घ) यदि हां तो क्या सरकार ने इस सम्बन्ध में कोई योजना बनाई है ?

वित्त मंत्री (श्री मोरारजी देसाई) : (क) और (ख). मांगी गयी सूचना विभिन्न मंत्रालयों/विभागों से लेकर इकट्ठी की जा रही है और तैयार होने पर सभा की मेज पर रख दी जायेगी ।

(ग) और (घ). सरकार की बराबर से यही कोशिश है कि ऐसे शिष्टमंडलों (डेलीगेशन्स) की संख्या कम से कम रहे । मौजूदा हिदायतों के अनुसार, शिष्टमंडलों को विदेश भेजने के सभी प्रस्तावों के लिये ऊंचे से ऊंचे स्तर पर मंजूरी लेनी पड़ती है । वरिष्ठ (सीनियर) अफसरों की एक समिति भी ऐसे प्रस्तावों को सरकार के पास भेजने से पहले उनकी जांच करती है । सरकारी शिष्ट मंडल को विदेश भेजने से पहले , भेजने वाले मंत्रालय को, दूसरे मंत्रालयों को भी, जिन्हे इस सम्बन्ध में दिलचस्पी हो सकती है, इसकी सूचना देनी पड़ती है ताकि यदि सम्भव हो, तो वे भी शिष्टमंडल की सेवाओं का अपने काम के लिये उपयोग कर सकें ।

संसद् और राज्य विधान-मंडलों के रिक्त-स्थान

८२४. **श्री भक्त दर्शन** : क्या विधि मंत्री ७ दिसम्बर, १९६० के अतारांकित प्रश्न संख्या १४६० के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) संसद् और राज्य विधान-मंडलों के उस समय कितने स्थान रिक्त थे ;

(ख) उन रिक्त-स्थानों की पूर्ति किन-किन तिथियों को हुई ;

(ग) उनके बाद संसद् और राज्य विधान मंडलों के कौन कौन से स्थान रिक्त हुये हैं ; और

(घ) इन रिक्त स्थानों की पूर्ति कब तक हो जाने की आशा है ?

विधि उपमंत्री (श्री हजरतबीस) : (क) ७ दिसम्बर, १९६० को संसद् में चार स्थान और राज्य विधान मंडलों में चार स्थान रिक्त थे ।

(ख) चार संसदीय स्थानों में से तीन की पूर्ति क्रमशः १४ दिसम्बर, १९६०, २२ दिसम्बर, १९६० और २ फरवरी, १९६१ को हुई थी । चौथे संसदीय स्थान के लिये उप-निर्वाचन अप्रैल या मई, १९६१ में होना सम्भाव्य है । राज्य विधान मंडलों के चार स्थानों में से तीन की पूर्ति क्रमशः ३ दिसम्बर १९६०, ६ फरवरी, १९६१ और ९ फरवरी, १९६१ को हुई थी । चौथे स्थान के लिये मतदान १४ मार्च, १९६१ को होना है ।

(ग) और (घ). १ दिसम्बर, १९६० और १९ फरवरी, १९६१ के बीच रिक्त हुये स्थानों और उन की पूर्ति की बाबत वर्तमान स्थिति को दिखाने वाला विवरण सदन के पटल पर रख दिया गया है ।

विवरण

निर्वाचन क्षेत्र के नाम	वर्तमान स्थिति
संसद्	
सभा सदस्य (मैसूर) . . .	उप-निर्वाचन के लिये आदेश दे दिया गया है । मतदान की तारीख १४-३-६१
नई दिल्ली (दिल्ली) . . .	उपनिर्वाचन के लिये आदेश दे दिया गया है । मतदान की तारीख २-४-६१
गंजाम (उड़ीसा) . . .	यह सम्भाव्यता है कि उपनिर्वाचन अप्रैल या मई, १९६१ में हो जाये ।
राज्य विधान मंडल	
सभा सदस्य (मद्रास) . . .	उपनिर्वाचन के लिये आदेश दे दिया गया है । मतदान की तारीख १४-३-६१
सभा सदस्य (बिहार) . .	उपनिर्वाचन १४-२-६१ को निर्विरोध हो गया ।
शेखपुर (बिहार) . .	यह सम्भाव्यता है कि उपनिर्वाचन अप्रैल या मई, १९६१ में हो जाये ।
मंगावां (मध्य प्रदेश) . .	उपनिर्वाचन के लिये आदेश दे दिया गया है । मतदान की तारीख १०-३-६१
शाहपुर (मध्य प्रदेश) . .	उपनिर्वाचन के लिये आदेश दे दिया गया है । मतदान की तारीख २६-३-६१
हवेली (महाराष्ट्र) .	उपनिर्वाचन के लिये आदेश दे दिया गया है । मतदान की तारीख १२-३-६१
बूंदी (राजस्थान) . .	उपनिर्वाचन के लिये आदेश दे दिया गया है । मतदान की तारीख ८-३-६१
रानी क्षेत्र दक्षिण (उत्तर प्रदेश) . .	उपनिर्वाचन के लिये आदेश दे दिया गया है । मतदान की तारीख १२-३-६१
अलंद (मैसूर) . . .	उपनिर्वाचन १७-२-६१ को हुआ । निर्विरोध निर्वाचन ।

पाकिस्तान अधिकृत काश्मीर से भारी संख्या में लोगों का जम्मू और काश्मीर राज्य में आना

८२५. **श्री म० ला० द्विवेदी** : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) यह समाचार कहां तक सच है कि पाकिस्तान अधिकृत तथाकथित आजाद काश्मीर से पुरुष, स्त्रियां और बच्चे भारी संख्या में जम्मू और कश्मीर राज्य में आ गये हैं ;

(ख) इस प्रकार कितने व्यक्ति आये हैं ;

(ग) क्या जम्मू और कश्मीर सकार ने इस विषय में केन्द्रीय सरकार से विचार-विमर्श किया है अथवा करने की इच्छा प्रकट की है ; और

(घ) यदि हा, तो इस सम्बन्ध में क्या प्रगति हुई है?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री बातार) : (क) से (घ). मुझे ऐसी कोई सूचना नहीं मिली है । जम्मू और कश्मीर सरकार को अपेक्षित सूचना भेजने के लिये प्रार्थना की गई है तथा प्राप्त होने पर सभा पटल पर रख दी जायेगी ।

Helicopters

826. Shri Rameshwar Tantia: Will the Minister of **Defence** be pleased to state:

(a) whether Government have any proposal to patrol the border areas by helicopters;

(b) if so, the countries from which it is proposed to obtain helicopters; and

(c) the time by which India is likely to be self-sufficient in helicopters?

The Minister of Defence (Shri Krishna Menon): (a) It would not be advisable to give an indication of planes in this regard.

(b) In view of the above the question does not arise.

(c) No indication in this regard can be given now.

पुरातत्व विभाग, पटना के एक पदाधिकारी के विरुद्ध आरोप

८२७. **पंडित द्वा० ना० तिवारी** : क्या **वैज्ञानिक अनुसंधान और सांस्कृतिक-कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उन्हें पटना के पुरातत्व विभाग के एक पदाधिकारी द्वारा जनता के साथ बुरा व्यवहार करने और उन की उपेक्षा करने के बारे में, जिस का उल्लेख मुजफ्फरपुर के **प्रगति** नामक समाचार-पत्र के सितम्बर (दूसरे सप्ताह) १९६० के अंक में उल्लेख किया गया है, कोई शिकायतें मिली हैं,

(ख) यदि हां, तो क्या इस विषय में कोई जांच की गई है, ; और

(ग) यदि हां, तो उस का क्या परिणाम हुआ ?

वैज्ञानिक अनुसंधान और सांस्कृतिक-कार्य उपमंत्री (डा० म० मो० दास): (क) जी, नहीं ।

(ख) और (ग). सवाल पैदा नहीं होता ।

स्वामी श्रद्धानन्द की प्रतिमा

८२८. **श्री प्रकाशवीर शास्त्री** : क्या **गृह-कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली की किसी संस्था ने सरकार को यह पत्र लिखा है कि घंटाघर के स्थान पर स्वामी श्रद्धानन्द

जी की प्रस्तर प्रतिमा स्थापित करने में जो भी व्यय होगा वह सब यह वहन करने को तैयार हैं ;

(ख) क्या यह भी सच है कि सरकार को अनेकों ऐसे प्रस्ताव मिले हैं जिन में स्वामी जी का स्मारक घंटाघर के स्थान पर ही बनाने का आग्रह किया गया है ; और

(ग) घंटाघर के रिक्त स्थान पर कितने वर्ग फीट जगह इस समय ऐसी है जो किसी काम में नहीं आ रही ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) : (क) जी हां ।

(ख) जी हां, कुछ प्रस्ताव मिले हैं ?

(ग) चांदनी चौक में घंटाघर के स्थान का सारा क्षेत्र यातायात द्वीप के रूप में प्रयोग किया जा रहा है ।

रक्षित स्मारक

८२९. **श्री प्रकाशवीर शास्त्री** : क्या **वैज्ञानिक अनुसंधान और सांस्कृतिक कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) गत दो वर्षों में कितने और ऐतिहासिक स्मारक राष्ट्रीय संरक्षण में लिये गये ;

(ख) क्या ऐसे भी कुछ रक्षित स्थान हैं जो राज्य सरकारों को लौटा दिये गये अथवा अरक्षित घोषित कर दिये गये ;

(ग) क्या यह सच है कि दक्षिण के कुछ बड़े-बड़े मन्दिरों को, जिन का बड़ा धार्मिक महत्व है और जो संरक्षण न मिलने से ध्वस्त होते जा रहे हैं, भी राष्ट्रीय संरक्षण में लेने का सरकार से आग्रह किया गया है ; और

(घ) यदि हां, तो इस सम्बन्ध में सरकार क्या कार्यवाही करने जा रही है ?

वैज्ञानिक अनुसंधान और सांस्कृतिक कार्य उपमंत्री (डा० म० मो० दास) : (क) एक भी नहीं ।

(ख) जी, नहीं ।

(ग) सरकार को स्मारकों के धार्मिक महत्व से वास्ता नहीं है, उन के पुरातत्वीय, वास्तुविद्या संबंधी या ऐतिहासिक महत्व से है ।

(घ) सवाल पैदा नहीं होता ।

शिक्षा संस्थाओं को संविहित मान्यता

८३०. **श्री भक्त दर्शन** : क्या शिक्षा मंत्री २३ दिसम्बर, १९६० के अतारांकित प्रश्न संख्या २३७४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) जामिया मिलिया, गुरुकुल कांगड़ी और स्कूल आफ इंटरनेशनल स्टडीज जैसी राष्ट्रीय संस्थाओं को संविहित मान्यता प्रदान करने के लिये जो समितियां नियुक्त की गई थी, क्या उन्हों ने इस बीच अपना कार्य समाप्त कर लिया है ;

(ख) यदि हां, तो क्या उन की सिफारिशों का एक विवरण सभा-पटल पर रखा जायेगा ; और

(ग) उन सिफारशों पर क्या कार्यवाही की गई है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली): (क) जी, हां ।

(ख) और (ग). सिफारिशें सरकार के विचाराधीन हैं ।

अनुसूचित जातियों, अनुसूचित आदिमजातियों और पिछड़े वर्गों की सूचियों में संशोधन

८३१. श्री भक्त दर्शन :
श्री नवल प्रभाकर :
श्री रामकृष्ण गुप्त :
श्री सिद्धय्या :
श्री दी० चं० शर्मा :

क्या गृह-कार्य मंत्री २१ नवम्बर, १९६० के अतारांकित प्रश्न सख्या ४२५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) अनुसूचित जातियों, अनुसूचित आदिमजातियों और पिछड़े वर्गों की सूचियों में संशोधन करने का जो प्रश्न विचाराधीन था, उस के बारे में अब तक क्या प्रगति हुई ; और

(ख) यह कार्य कब तक पूरा हो जाने की आशा है ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री बातार) : (क) स्थिति वही है, जैसी कि पहले बताई जा चुकी है ।

(ख) अन्तिम निर्णय लेने में कुछ समय लगेगा । इस के लिये कोई निश्चित अवधि बताना अभी संभव नहीं है ।

Primary School Teachers

832. **Shri Ram Krishan Gupta:**
Shri A. M. Tariq:

Will the Minister of **Education** be pleased to refer to the reply given to Unstarred Question No. 2101 on the 20th December, 1960 and state:

(a) whether Government have received replies from the State Governments regarding steps taken by them towards equalisation of dearness allowances payable to primary school teachers and Government servants drawing the same basic salary with a view to removing disparity;

(b) if so, nature of replies received; and

(c) further action taken in the matter?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c). Out of four State Governments who were addressed, replies from two have yet been received. The position will be examined when the replies from all the State Governments concerned have been received.

"Smuggling of Gold"

833. Shri Ram Krishan Gupta: Will the Minister of **Finance** be pleased to state:

(a) whether smuggling of gold on western border is on the increase;

(b) if so, the reasons therefor; and

(c) the steps taken in the matter to improve the position?

The Minister of Finance (Shri Morarji Desai): (a) The Government have no reason to believe that the smuggling of gold on the Western land border is on the increase.

(b) and (c). Do not arise.

Holiday Homes in Hill Stations

834. **Shri Ram Krishan Gupta:**
Shri Bhakt Darshan:

Will the Minister of **Defence** be pleased to refer to the reply given to Unstarred Question No. 434 on the 21st November, 1960 and state the progress made so far in formulating a scheme for the construction of holiday homes in hill stations for Defence workers and Jawans?

The Minister of Defence (Shri Krishna Menon): In pursuance of the recommendations of the Pay Commission a Committee of officials has been set up by the Ministry of Home Affairs generally to review the existing welfare arrangements for workers

and to make specific recommendations for their improvement and expansion, including the question of constructing Holiday Homes for them. The report of that Committee is awaited.

National Memorial at Jallianwalabagh

835. { **Shri Ram Krishan Gupta:**
Shri D. C. Sharma:

Will the Minister of **Scientific Researeh and Cultural Affairs** be pleased to refer to the reply given to Unstarred Question No. 428 on the 21st November, 1960 and state:

(a) the progress made so far in completing the work of Jallianwala Bagh National Memorial; and

(b) the total expenditure incurred thereon?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) The work is practically complete and finishing touches are being given.

(b) Rs. 8,20,549·00 nP. upto 20th February, 1961.

Geological Survey of Punjab

836. { **Shri Ram Krishan Gupta:**
Sardar Iqbal Singh:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether the Punjab Government have referred the Central Government to carry out a thorough Geological survey of Punjab; and

(b) if so, action taken thereon?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). No proposal as such has been received from the Government of Punjab in this respect. However, systematic geological mapping and investigations of mineral deposits, engineering geology and groundwater resources have been carried out in the Punjab by the Geological Survey of India and will be continued for some years to come as this kind of work is unending. The following items of investigation are being carried out in the Punjab during 1960-61 by the Geological Survey of India:

1. Continuation of systematic mapping of the Dharamsala, Mandi area, Punjab and Himachal Pradesh.
2. Systematic mapping of Largi, Mandi and Sundernagar areas lying between the parallels of latitude 31° to 32° N and longitude 76° 45′ and 77° 30′ E.
3. Investigation of limestone deposits for the Nangal Fertiliser Factory.
4. Examination of the occurrences of lead, copper, pyrites, limestone and other minerals in the Simla Hills.
5. Investigation of sulphide mineralisation at Nandha, Gurgaon district.
6. Investigation of lead and associated metals in the Parvati Valley, Kulu sub-division, Kangra district.
7. Continuation of the detailed geological investigation during the construction of the Bhakra Dam.
8. Inspection of the Thein Dam Sites and preparation of consolidated report including the results and interpretation of geophysical surveys.
9. Completion of the planning stage geological investigation for the Beas Dam Project.
10. Investigation of the Mandi-Kulu-Manali Road alignment.
11. Continuation of the systematic geohydrological investigations in the areas covered by exploratory drilling in the Ambala district.
12. Continuation of the systematic geohydrological investigation in the areas covered by exploratory drilling in Hoshiarpur district.

13. Systematic groundwater studies in the water-logged areas of Ferozepur district.

14. Investigation of hot springs in the Kangra district.

15. Further geological investigations at Chandigarh for additional water supply.

Oil Deposits in Cambay

837. Shri T. B. Vittal Rao: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether it is a fact that the oil found in Cambay region contains more of paraffin; and

(b) if so, what is the percentage?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). Paraffin wax in crude oil may be as high as 20%. The samples thus far tested show that the Cambay crude contains about 14 per cent. paraffin wax.

Pending Election Cases

838. { Shri Supakar: / Shri Kalika Singh:

Will the Minister of **Law** be pleased to state how many election cases filed in 1957 for setting aside elections to the Lok Sabha, and to the State Assemblies are still pending before (1) the Tribunals or (2) the High Courts or (3) the Supreme Court?

The Deputy Minister of Law (Shri Hajarnavis): The number of election petitions filed in 1957 for setting aside elections to the Lok Sabha and to the Legislative Assemblies of States, and pending on 15th February 1961, is as follows:—

(1) Election petitions pending before election Tribunals	two
(2) Election petition appeals pending before High Courts	Four
(3) Election petition appeals pending before the Supreme Court	Four

विदेशों में हिन्दी का अध्यापन

९३९. श्री प्रकाशवीर शास्त्री : क्या **वैज्ञानिक अनुसंधान और सांस्कृतिक कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या श्रीलंका की सरकार ने हिन्दी को भी अपने पाठ्यक्रम में सम्मिलित कर लिया है;

(ख) क्या यह भी सच है कि श्रीलंका की सरकार ने हिन्दी के योग्य अध्यापकों के अभाव में आरम्भ में केवल कुछ सरकारी विद्यालयों में ही हिन्दी पढ़ाने की व्यवस्था की है और यदि हां, तो क्या उनकी इस कठिनाई को दूर करने में भारत सरकार उनकी सहायता करेगी ;

(ग) श्रीलंका के अतिरिक्त एशिया और यूरोप में और कितने ऐसे देश हैं जहां पढ़ाने और हिन्दी पढ़ाने का कार्य आरम्भ हो गया है; और

(घ) भारत सरकार अन्य देशों में हिन्दी के प्रसार के लिये क्या प्रयत्न कर रही है ?

वैज्ञानिक अनुसंधान और सांस्कृतिक कार्य मंत्री (श्री हुमायून् कबिर) : (क) जी, हां । जनरल सर्टिफिकेट परीक्षा के लिये जो तीन विषय अपनी इच्छा से लिये जा सकते हैं, उनमें हिन्दी भी एक है ।

(ख) विभिन्न स्कूलों के जिन ६०० विद्यार्थियों ने अब तक हिन्दी ली है, उनको हिन्दी पढ़ाने के लिये सीलोन की सरकार ने हिन्दी जानने वाले १६ सीलोनी शिक्षक नियुक्त किये हैं । सीलोन सरकार ने हम से हिन्दी शिक्षक नहीं मांगे ।

(ग) बर्मा, चीन, कम्बोडिया, इंडोनेशिया, नेपाल, जापान, फिलीपाइन्स, थाईलैंड, रूस, पौलैंड, चेकोस्लावाकिया, फ्रांस, इटली, ईरान, पश्चिम जर्मनी, और संयुक्त राज्य (ब्रिटेन) ।

(घ) इनमें (१) हिन्दी की किताबें भेजना, (२) हिन्दी शिक्षक भेजना, (३) हिन्दी और दूसरी भारतीय भाषाओं के सर्वश्रेष्ठ विद्यार्थियों को भारत भ्रमण के रूप में इनाम देना, (४) हिन्दी किताबों का अनुवाद करने के लिये विदेशी लेखकों को आर्थिक सहायता देना, (५) भारत में पढ़ने वाले अफ्रीकी छात्रों को छात्रवृत्तियां देना, (६) विदेशों में कुछ भारतीय दूतावासों में हिन्दी सिखाना शामिल है ।

Development of Tribal Areas

840. Shri Chintamoni Panigrahi: Will the Minister of **Home Affairs** be pleased to state:

(a) whether 450 special blocks have been sanctioned for the intensive development of all tribal areas in the country during the Third Five Year Plan;

(b) if so, the state-wise allocation of such special blocks in the Third Five Year Plan; and

(c) the number of such special blocks allotted to Orissa in the Third Five Year Plan?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). The matter is under consideration.

Staff Quarters for Income-Tax Officers at Cuttack

841. Shri Chintamoni Panigrahi: Will the Minister of **Finance** be pleased to state:

(a) whether the construction of staff quarters for Income-tax officers at Cuttack has been completed by now; and

(b) if so, the number of such quarters which have been built?

The Minister of Finance (Shri Morarji Desai): (a) No, Sir.

(b) Does not arise.

Hindustan Steel Ltd.

842. Shri Chintamoni Panigrahi: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether the plane purchased by the Hindustan Steel Ltd., is still in serviceable condition; and

(b) the amount of money which has been spent so far for its repair and maintenance?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes, Sir.

(b) Rs. 3,49,385 till the 31st March, 1960. The expenditure incurred during 1960-61 is not available.

Official Secrets Act

843. Shri Raghunath Singh: Will the Minister of **Home Affairs** be pleased to state how many cases of violation of Official Secrets Act were registered or found out during January, 1960 to January, 1961?

The Minister of State in the Ministry of Home Affairs (Shri Datar): The information is being collected and will be laid on the Table of the House in due course.

Smuggling of Ganja

844. Shri Raghunath Singh: Will the Minister of **Finance** be pleased to state:

(a) how many cases of Ganja smuggling were detected in India from January, 1960 to January, 1961;

(b) the number of persons arrested in this connection; and

(c) whether the smuggled goods were confiscated?

The Minister of Finance (Shri Morarji Desai): (a) 8,253.

(b) 8,909.

(c) Yes, Sir.

Steel Policy

845. Shri P. C. Borooah: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether any communication complaining about the steel policy of the Union Government in respect of distribution of sheets, wires, rods etc. and availability of the same particularly to Small Scale Industries has

been recently received from the Punjab Registered (Iron and Steel) Stock Holders' Association;

(b) if so, what were their complaints; and

(c) what action has been taken in the matter?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No, Sir.

(b) and (c). Do not arise.

Indian History

846. Shri P. C. Borooah: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether Dr. P. Thiama, Professor of Indology and Comparative Religions and Dr. Milojcic, Professor of Archaeology, of West Germany, who recently visited the country observed that a whole period of Indian history has to be re-written, to produce a correct picture of past history of this nation; and

(b) if so, what is Government's attitude about these observations?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Government have no information.

(b) Does not arise.

Promotion of Export

847. Shri P. C. Borooah: Will the Minister of **Finance** be pleased to state:

(a) whether Government of India have decided to allow drawback of Customs and Central Excise duty on certain raw materials as a measure for promotion of export;

(b) if so, on what specific materials; and

(c) to what extent the drawback will be allowed?

The Minister of Finance (Shri Morarji Desai): (a) and (b). Drawback of duty is allowed on Products exported, in the manufacture of which Customs or Central Excise duty-paid raw materials have been used, provided the product concerned is included in the Schedules to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960 as amended from time to time. At present these Schedules contain more than 110 items.

(c) Full rebate is allowed.

Ministry of Defence Security Corps

848. Shri S. M. Banerjee: Will the Minister of **Defence** be pleased to state:

(a) whether Reghuramaiah Committee also considered revision of the pay scales of Ministry of Defence Security Corps personnel;

(b) if not, whether a separate committee is likely to be formed;

(c) what is the difference in pay scales and allowance of Ministry of Defence Security Corps personnel and that of the regular army men; and

(d) the steps taken by Government to bridge this difference?

The Minister of Defence (Shri Krishna Menon): (a) and (b). The Raghuramaiah Committee did not specifically consider the revision of the pay scales of the personnel of the Defence Security Corps. The pay and allowances of these personnel were however revised by Government on the basis of the method adopted for the revision of the pay and allowances of the regular army personnel; and the orders in respect of both the categories of personnel were issued simultaneously in September 1960 and were given retrospective effect from the same date (i.e. 1st July 1959). It is not, therefore, necessary to appoint a separate committee for this purpose.

(c) and (d). The information is contained in the statement laid on the Sabha. [*See* Appendix II, annexure No. 21]. The different rates of pay and allowances are related to the different terms and conditions of service of the two categories of personnel, and consequently the question of bridging the difference does not arise.

Indian Institute of Technology, Kanpur

849. { **Shri S. M. Banerjee:** / **Shri Kalika Singh:**

Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) what progress has been made in the establishment of Indian Institute of Technology at Kanpur;

(b) whether a separate building has since been constructed;

(c) whether the entire land required for the Institute has been acquired;

(d) if not, the difficulties experienced by Government in getting the entire land; and

(e) the steps taken to overcome those difficulties?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) The Institute has started functioning. The first batch of 100 students was admitted to the first year of the five-year integrated courses in July, 1960.

(b) No, Sir. The Architects have been appointed, and it is expected that the construction of the Institute building will be taken in hand soon.

(c) to (e). A portion of land measuring 610 acres, which is needed for the first phase of development, has been acquired. Steps have been taken by the Uttar Pradesh Government to acquire the remaining 435 acres, and it is expected that this land will be handed over to the Institute by March, 1961.

Steam Coal Allotted to Maharashtra

850. **Shri Pangarkar:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) what is the quota of steam coal alloted for industries in Maharashtra during the year 1960-61 so far; and

(b) whether the supplies have been regularly maintained during the above period?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). A separate quota for the State of Maharashtra was fixed from July, 1960. A statement showing the acepted monthly quota and despatches (in wagons) from July 1960 is laid on the Table of the House.

STATEMENT

In Wagons

Month	State sponsored Industries		Centrally Sponsored Industries	
	Quota	Despatches	Quota	Despatches
July, 1960	2567	1522	4047	3644
August, 1960	2567	1985	4047	3657
September, 1960	2667	2080	4047	3243
October, 1960	2667	1959	4047	3079
November, 1960	2667	2080	4047	3321
December, 1960	2682	2344	4047	3657
January, 1961	2682	2500	4047	3750

Study Team on Seed Multiplication Scheme

851. **Shri Eacharan:** Will the Minister of **Finance** be pleased to state:

(a) whether the study team for seed improvement set up by the Committee on Plan Projects has submitted its report;

(b) which are the States and research stations visited by this team; and

(c) what are the varieties of seeds recommended by this committee for multiplication and supply to the cultivators?

The Minister of Finance (Shri Morarji Desai): (a) to (c). The Team has taken up the study of Seed Multiplication Farms in Madras, Mysore, Maharashtra, Madhya Pradesh, Himachal Pradesh, Punjab, West Bengal

and Rajasthan. It has already sent its report on Himachal Pradesh to the Ministry of Food and Agriculture after discussion with the Administration authorities and that for Madras to the State Government. A few other reports are in an advanced stage of preparation and will be shortly submitted, A list of Research Stations visited by the Team is placed on the Table. [*See* Appendix II, annexure No. 22] The information regarding varieties of seeds recommended for multiplication and supply to cultivators can be given only after the reports have been considered by the State Governments concerned and the Ministry of Food and Agriculture.

Tripplers in Steel Plants

852. { **Shri Morarka:** / **Shri Nathwani:**

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether all the three steel plants have got tipplers to handle box type wagons; and

(b) if not, the reasons for not providing the same?

The Minister of Steel, Mines and Fuels (Sardar Swaran Singh): (a) and (b). Railway arrangements within the steel works which were made generally in consultation with the Railways contemplated that only the Bhilai steel works would have tipplers for handling BOX type wagons during the Second Five Year Plan. In Rourkela, BOX wagons were to be unloaded into underground slot bunkers manually and no tipplers were to be provided. BOX wagons were expected to be used for transport of coal to Durgapur only from 1961-62. Hindustan Steel Limited hope to provide suitable tipplers there by then.

The new steel works when expanded during the Third Five Year Plan will all have tipplers for handling BOX wagons.

Sale of Scrap

853. { **Shri Nathwani:** / **Shri Morarka:**

Will the Minister of **Defence** be pleased to state:

(a) the agency through which the Defence Ministry sell their steel scrap;

(b) the approximate annual quantity sold during the last 5 years, year-wise; and

(c) the price at which they are sold?

The Minister of Defence (Shri Krishna Menon): (a) All scrap arisings including unwanted repairable items of iron and steel other than those from "controlled source of scrap" are disposed of by the Defence stockholders after meeting the requirements of the Director General Ordnance Factories, by public auction through approved auctioneers.

The disposal of steel scrap arisings from "controlled sources of scrap" is the responsibility of the Iron and Steel Controller. The following Ordnance Factories have been declared as "controlled sources of scrap":—

(i) Metal and Steel Factory, Ishapore.

(ii) Gun and Steel Factory, Cossipore.

(iii) Ordnance Factory, Kanpur.

(iv) Ordnance Factory, Muradnagar.

(v) Ordnance Factory, Ambernath.

(b) and (c). The approximate quantities of iron and steel scrap sold by the Defence Stockholders during

the last 5 years and the price fetched thereon are as below:

Year	Quantity	Sale Value
	(Tons)	(Rs.)
1956	8320	10,55,928
1957	3741	6,66,021
1958	3551	5,46,254
1959	3684	3,56,558
1960	1863	2,83,744

Seizure of Gold in Gujerat

854. Shri M. B. Thakore: Will the Minister of **Finance** be pleased to refer to the reply given to Unstarred Question No. 464 on the 21st November, 1960 and state:

(a) whether any gold has been seized by the Customs authorities from any passenger or others in Gujerat; and

(b) if so, the details thereof?

The Minister of Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) During the year 1960 there were in all 48 cases of seizure of gold in Gujerat. In one of these cases 2,239 grams of gold valued at Rs. 22,703 were seized in the interior of the State. In the remaining 47 cases 3,173 grams of gold worth Rs. 34,398 were seized from passengers coming by Sea.

Issue of Debentures

855. Shri Damani: Will the Minister of **Finance** be pleased to state:

(a) whether the issue of debentures during twelve months ending the 31st December, 1960 has been more than debentures issued during the year ending 1959; and

(b) what is Government's policy for sanctioning of issue of debentures?

The Minister of Finance (Shri Morarji Desai): (a) The issue of debentures made by companies to whom consent was given under the Capital Issues (Control) Act was for Rs. 9.95 crores in the year 1959 and for Rs. 7.01 crores in the year 1960 according to the reports received from the companies up to the third week of February 1961. Sanctions given for the issue of debentures, however, amounted to Rs. 9.90 crores in 1959 and Rs. 19.66 crores in 1960.

(b) The following are among the main principles kept in view in considering applications for issue of debentures:

(i) whether the purpose of issue is unexceptionable;

(ii) whether the security offered is adequate;

(iii) whether the profit earning capacity of the company is good enough to service the debentures.

(iv) whether the terms of issue, including the rate of interest, are reasonable;

(v) whether the capital structure of the company would have a reasonable balance as between debt capital and equity capital. A ratio not below 1 : 2 as between equity and debt is regarded as normal. For this purpose, equity includes equity capital and free reserves and debt includes debentures and secured loans, other than purely short term loans and preference shares with a period of redemption of less than 12 years outstanding;

(vi) sanction is not given for the issue of bearer debentures. The debentures are made payable to registered holders only;

(vii) in an application for the postponement of the date of redemption of debentures,

consent is given if otherwise justified, subject to the condition that such of the debenture holders, as are not agreeable to the postponement are repaid in cash.

Film Finance Corporation

856. Shri T. B. Vittal Rao: Will the Minister of **Finance** be pleased to state:

(a) whether applications were invited for posts in the Film Finance Corporation of India, Bombay;

(b) if not, whether appointment has been made recently for a post carrying a salary of more than Rs. 1,000 p.m.; and

(c) if so, the name and qualifications of the person appointed?

The Minister of Finance (Shri Morarji Desai): (a) to (c). A small staff has been recruited by the Film Finance Corporation by transfer from Government Departments and statutory Corporations. For the post of Technical Adviser, carrying a salary of more than Rs. 1,000 p.m., Government have recently appointed Shri A. Bhaskar Rao, who was formerly Additional Deputy Producer, Films Division, Ministry of Information and Broadcasting.

All India Services

857. Shri Hem Raj: Will the Minister of **Home Affairs** be pleased to state:

(a) the steps taken for the posting of Cadre of I.A.S. and I.P.S. and other All India Services of one State in another according to the recommendations of the States Reorganisation Commission;

(b) the steps taken for the posting of inter-State judges in different High Courts; and

(c) what are the reactions of the State Governments to these steps?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) In making allotment of I.A.S. candidates to each State Cadre, the Government of India had been following this principle, to the extent practicable, even before the States Reorganisation Commission made recommendation in this behalf. In the matter of allotment of I.P.S. candidates too, this principle has been adopted, to the extent possible, from 1956 onwards.

(b) and (c). The policy of the Government of India that some appointments to the High Courts should be made from outside the State concerned has been accepted by the States and such appointments are made wherever circumstances permit and the authorities concerned are agreeable. So far thirteen such appointments have been made to the various High Courts since 1st November, 1956.

N.C.C. Training Camp at Ahmednagar

858. Shri Assar: Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that National Cadet Corps Training Camp was held at Ahmednagar from 23rd December, 1960 to 7th January, 1961;

(b) how many cadets were in the camp and who was incharge of that camp;

(c) whether it is a fact that cadets misbehaved with a party of students including lady students who had come to see Fort from outside; and

(d) if so, the details of the incident; and

(e) the action taken thereon?

The Minister of Defence (Shri Krishna Menon): (a) A National Cadet Corps training camp was held at Ahmednagar from 25th December 1960 to 7th January 1961;

(b) 544 cadets attended the camp. Captain R. S. Dhillon, OC 11 Maharashtra Armed Squadron N.C.C., Nagpur was the camp commandant;

(c) to (e). An incident is reported to have taken place involving some N.C.C. cadets and students of a High School on 1st January 1961 when a party of 40 cadets of 4 Madhya Pradesh Armed Squadron, returning from the Salabat Khan Tomb at Ahmednagar, met a party of students of Shri Vidyalaya High School of Shripur including girls, going towards the Tomb. It has been alleged that some of the N.C.C. cadets misbehaved with the party of students and assaulted some boys and a teacher.

A Court of Inquiry was asked to inquire into the incident, but as all relevant evidence was not recorded by it, a further inquiry has been ordered. The result of the investigation is awaited.

48th Session of Indian Science Congress

859. Shri **Hem Barua**: Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that at the 48th Session of the Indian Science Congress held recently, the problems of crime, its causes and prevention, were specifically discussed;

(b) if so, whether Government propose to profit by its inclusions; and

(c) if so, in what way?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). It is reported that a symposium on the Concept of Crime, Aetiology and Prevention was held during the 48th Session of the Indian Science Congress in Roorkee on the 6th January, 1961. Government have not received any report containing the conclusions or recommendations made.

Thirumalai Venkateswara College, Delhi

860. **Shri Rami Reddy**: Will the Minister of **Education** be pleased to state:

(a) whether an Arts and Science College, Thirumalai Venkateswara College by name is going to be started in New Delhi;

(b) whether the University Grants Commission has donated any amount to the same and if so, what is the amount;

(c) whether the Thirumalai—Thirupathi Deva—Sthanams Board has donated any amount and if so, what is the amount;

(d) from which academic year the college is likely to function; and

(e) what are the courses proposed to be taught in the College?

The Minister of Education (Dr. K. L. Shrimali): (a) The University of Delhi has permitted the Tirumala-Tirupati Devasthanams Trust to start in New Delhi a college by the name of Shri Venkateswara College to teach subjects in Arts and Social Sciences.

(b) The University Grants Commission do not donate any funds to colleges. They have, however, agreed to pay grants to this college on the usual sharing basis provided all the conditions laid down for payment of grant are fulfilled by the college.

(c) The Board of Trustees of Tirumala-Tirupati Deva-sthanams have agreed to earmark an endowment of Rs. 5 lakhs and to provide fund for the buidings of the college to the extent of 50 per cent. of the cost.

(d) From the academic year 1961-62.

(e) To start with, the following courses will be taught in the college:

1. *Preparatory*

English, Hindi, Mathematics, Economics, History and Civics.

2. B.A. (*Pass*)

English, Hindi, Mathematics, Economics, History, Political Science, Tamil and Telugu.

Export of Coal to Pakistan

861. Shri D. C. Sharma: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the total tonnage of coal exported to Pakistan during 1960;

(b) the figures as compared to the year 1959; and

(c) the total tonnage of coal proposed to be exported during 1961?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). The quantity of coal exported to Pakistan is as below:

Year	*Quantity* (in tons)
1959	821,524
1960	1,233,466

(c) 1,560,000 tons, in terms of the Indo-Pakistan Trade Agreement.

मेदवा के पुरातत्व अवशेष

८६२. **श्री रघुनाथ सिंह :** क्या वैज्ञानिक अनुसंधान और सांस्कृतिक कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि विश्तवार (जम्मू और काश्मीर राज्य) से ५० मील दूर मेदवा स्थान पर १६०० वर्ष पुरानी शिव की एक मूर्ति मिली है ;

(ख) यदि हां, तो क्या मेदवा स्थान वही है जिसका उल्लेख कल्हण ने राजतरंगिणी में किया है; और

(ग) यह मूर्ति इतिहास पर क्या प्रकाश डालती है ?

वैज्ञानिक अनुसंधान और सांस्कृतिक कार्य उपमंत्री (डा० म० मो० दास) : (क) जी, हां। समाचार पत्रों में यह खबर छपी है कि मेदवा में शिव की एक मूर्ति मिली है।

(ख) अब तक पुरातत्व विभाग के अफसर ने इस जगह का निरीक्षण नहीं किया।

(ग) सवाल पैदा नहीं होता।

Government Employees Strike

863. { Shri Tangamani; Shri S. M. Banerjee:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether the Bombay High Court has upheld a petition filed by one X. Joseph that Rule 4 (b) of the Central Government Service (Amendment) Rules is *ultra vires;*

(b) if so, whether Government propose to withdraw action against employees under the said rule; and

(c) how many are being proceeded against under this rule for participation in the recent strike of July, 1960?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) A copy of the High Court's judgment has just been received. The question of what action is necessary will be considered after a study of the judgment.

(c) The information is not available. It may be noted that rule 4(B) does not contemplate action against an employee for participation in the strike, but for being a member of a unionlassociation which has not obtained recognition within six months of its formation or the recognition of which has been withdrawn.

Assistant Superintendents Examination

864. Shri Tangamani: Will the Minister of **Home Affairs** be pleased to state:

(a) whether an examination for promotion to the Regular Temporary Establishment of Assistant Superintendents for the year 1960 was held by the U.P.S.C.;

(b) if so, the number of persons qualified and the number selected; and

(c) the test fixed for qualification?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) A competitive examination for the selection of Assistants of the Central Secretariat Service for promotion to the Regular Temporary Establishment of Section Officers was held by the U.P.S.C. in June, 1960.

(b) and (c). The final result of the examination has not yet been communicated by the Commission.

Declaration of Private Possessions on Ports

865. Shri L. Achaw Singh: Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that declaration of private possessions of the crew has to be made at every entry into an Indian Port when a ship moves between different ports in India;

(b) whether complaints of harrassment have been made by seamen as misapplication of customs regulation with regard to declaration of private property and currency by members of the crew; and

(c) if so, steps taken to remove the grievances of the seamen in India?

The Minister of Finance (Shri Morarji Desai): (a) Yes, Sir, but only in the case of vessels engaged in Foreign Trade. This check is necessary to detect the surreptitious disposal by the crew of articles in their private possession.

(b) No such complaints appear to have been made to Customs authorities. One complaint which was made to the Government of India was on investigation found to be baseless. Apart from this an article containing complaints of this nature has appeared in a Calcutta paper.

(c) Since the complaint is not that the regulations are defective, but that they have been misapplied, the matter is being looked into in consultation with the Collectors of Customs to see how the rules are working and whether any simplification or modification is called for.

Pipeline Capacity of Public Sector Refineries

866. Shri L. Achaw Singh: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether there is any proposal for increasing the pipeline capacity to Gauhati and Barauni in view of the increasing capacity of the two refineries in the Public Sector and the new oil find in Rudrasagar (Assam); and

(b) whether it is a fact that the additional investment for the pipeline will not be available if there was no firm assurance that increased capacity of the refineries will be utilised?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) There is no proposal at present.

(b) Increase in pipeline capacity will be warranted if additional oil is found in Assam, in which event the capacity of the public sector refineries will also be increased to the extent possible. In that eventuality, it is expected that additional investment will not be difficult to arrange.

West German Credit

867. Shri A. K. Gopalan: Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that only 520 million deutsche marks have been spent from the credit granted by West Germany for the Rourkela project;

(b) if so, whether fresh talks were held regarding the utilisation of the unspent amount; and

(c) if so, the terms of agreement?

The Minister of Finance (Shri Morarji Desai): (a) to (c). Upto January, 1961, out of the credit of DM 660 million for the Rourkela project a sum of DM 529 million has been utilised. The question of extending the period of availability of the credit beyond 31st March 1961 and of using any unspent balance is at present under negotiation with the Government of the Federal Republic of Germany.

Imports

868. Shri Kalika Singh: Will the Minister of **Finance** be pleased to state:

(a) What articles are usually regarded as baggage in the discretion of the customs collector with reference to baggage rules for import of goods by passengers from foreign ports read with the import trade control notification dated the 2nd January, 1961 No. 1-ITC(PN)/61 allowing import free of duty of baggage upto a maximum value of Rs. 1,000 in all;

(b) how does the value of articles which can be passed depend upon the length of stay abroad of the particular person;

(c) whether cases of violation of rules by the passengers were detected in large numbers by customs authorities in the recent past; and

(d) if so, the nature of the violation in such cases and number of detections approximately?

The Minister of Finance (Shri Morarji Desai): (a) A copy of the Passengers (Non-Tourist) Baggage Rules, 1960, is placed on the Table of the Sabha. [*See* Appendix II, annexure No. 23.] In addition to articles in immediate personal use, such as wearing apparel, these rules contemplate the extension of the baggage concession, subject to the limits and conditions stated in the rules, to articles which can broadly be described as personal effects. Examples of these are jewellery; utility articles like wrist watches, fountain pens, electric shavers and electric irons, crockery and textiles; curios and souvenirs; and articles for presentation, including toys, toilet requisites and confectionary.

(b) The provision in this regard is set out in Rule 5 of the Baggage Rules referred to at (a) above.

(c) & (d). The new Baggage Rules came into force on 1-1-1961. Reports received by Government reveal that on the whole there has been no appreciable increase in the number of cases of passengers bringing articles in excess of the free limit.

Coal Areas in Orissa

869. Shri Sanganna: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that the coal bearing areas in Sundergarh District (Orissa) are not exploited due to lack of Railway facilities; and

(b) if so, what is the reaction of Government to it?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No. In fact the South Eastern Railway line from Calcutta to Bombay passes over the area.

(b) Does not arise.

Conservation of Monuments in West Bengal

870. Shri Aurobindo Ghosal: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) whether any grant was given by the Government of India to the West Bengal Government for conservation of archaeological relics and temples of West Bengal during the last three years; and

(b) if so, whether the grant has been utilised?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) No, Sir.

(b) Does not arise.

दिल्ली प्रशासन के सफाई कर्मचारी

८७१. **श्री बाल्मीकी :** क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली प्रशासन के कार्यालयों में काम करने वाले सफाई कर्मचारियों को दूना काम करना पड़ता है; और

(ख) यदि हां, तो भंगी-व-चौकीदार और फराश का एक साथ काम करने वाले व्यक्तियों की संख्या कितनी है ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री बातार) : (क) जी हां, कुछ कार्यालयों में ।

(ख) १० ।

अनुसूचित जातियों के विद्यार्थियों को छात्र-वृत्तियां

८७२. **श्री बाल्मीकी :** क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष १९५९-६० और १९६०-६१ में अनुसूचित जातियों के कितने विद्यार्थियों को (राज्यवार) छात्रवृत्तियां दी गई ; और

(ख) सबसे अधिक पिछड़े हुए वर्गों का, इस विषय में, कहां तक ध्यान रखा गया ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली): (क) और (ख) एक विवरण सभा पटल पर रख दिया गया है । [देखिये परिशिष्ट २, अनुबन्ध संख्या २४]

उच्च माध्यमिक स्कूलों के अध्यापक

८७३. **श्री बाल्मीकी :** क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली प्रशासन के शिक्षा विभाग ने पिछले पांच वर्षों में उच्च माध्यमिक स्कूलों (हायर सेकेंडरी स्कूलों) में कितने अध्यापक नियुक्त किये ;

(ख) इनमें कितने अध्यापक अनुसूचित जाति के हैं ; और

(ग) क्या उनकी संख्या अनुसूचित जातियों के लिये निर्धारित अभ्यंश (कोटे) के अनुसार है ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली): (क), (ख) और (ग) आवश्यक सूचना एकत्र की जा रही है और यथासमय लोक सभा पटल पर रख दी जायेगी ।

Purchase of Imported Oil

874. **Shri Indrajit Gupta:**
Shri Narayanankutty Menon:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether any reply has been received from the Punjab Government regarding purchase of imported oil for their Transport Corporation;

(b) if so, whether the Indian Oil Co. and the Punjab Government have come to some agreement; and

(c) if so, the details thereof?

The Minister of Mines and Oil (Shri K. D. Malaviya). (a) to (c). Negotiations are at present being conducted between the Punjab Government and M/s. Indian Oil Company Ltd., Bombay, regarding supply of High Speed Diesel Oil to the Punjab State Transport Department. No agreement has yet been arrived at.

I.A.S. Etc. Examinations

875. Shri Kalika Singh: Will the Minister of **Home Affairs** be pleased to refer to the Notification No. 20/22/60-AIS(I) New Delhi on the 19th January, 1961—Gazette of India Part I-Section 1, page 19 dated the 28th January, 1961 regarding I.A.S. etc. Examinations to be held in October, 1961 and state:

(a) how many vacancies are available tentatively in each of the services for which examination is to be held;

(b) whether there are still candidates in the waiting lists issued after examinations previously held who have not received appointments, if not how is the number fixed from top of the candidates to be appointed in each service;

(c) whether knowledge of Hindi will be of some advantage to candidates; and

(d) if so, how?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) A statement is laid on the Table. [*See* Appendix II, annexure No. 25].

(b) No. The selection of candidates to various Services is made on the basis of their ranks in the merit list with due regard to the preferences expressed by them for particular services.

(c) and (d). Knowledge of Hindi would be of advantage in passing departmental examinations after entry into service.

Reserve Bank Policy

876. Shri Kalika Singh. Will the Minister of **Finance** be pleased to refer to the reply given to Unstarred Question No. 2342 on the 23rd December, 1960 regarding Dearer Money Policy and state:

(a) whether examination of the question of liberalising further the scheme of the Reserve Bank to assist the agriculturists through the co-operative movement has been completed, if so, the decision taken with regard to the same;

(b) whether the Reserve Bank is making suitable contribution to the special development debentures referred to in the answer, if so, the quantum of contribution thereof; and

(c) what other efforts are being made by the Reserve Bank to back up the agricultural economy of India?

The Minister of Finance (Shri Morarji Desai): (a) The recommendations made by the Mehta Committee on cooperative credit in regard to the relaxation of present standards of credit limits for medium-term loans have been accepted in principle by the Reserve Bank. The details of the procedure to be followed are being worked out.

(b) No special development debentures have so far been floated by any Central Land Mortgage bank and the question making any contribution by the Reserve Bank has not arisen so far.

(c) In the sphere of rural credit, the efforts of the Reserve Bank are directed towards strengthening the co-operative credit organisations at different levels through the provisions of adequate credit facilities. The Bank provides short and medium-term accommodation at concessional rates to the State Co-operative banks for the financing of agricultural operations, extends long-term loans and advances to the State Governments for partici-

pation by them in the share capital of the cooperative banks, and assists the Central Land Mortgage Banks by granting them long-term loans and advances and purchasing the ordinary and rural debentures floated by these banks.

Lands for Army Personnel

877. Shri Ram Garib Will the Minister of **Defence** be pleased to state:

(a) whether agricultural land given to army personnel on their retirement or discharge in recognition of their services is given with only right to enjoy the yield or with full proprietary and transferable rights; and

(b) whether a copy of the rules, if any, on the subject will be laid on the Table?

The Minister of Defence (Shri Krishna Menon): (a) No agricultural land is at present granted by the Central Government to army personnel on their retirement or discharge in recognition of their services.

(b) Does not arise.

Oil Deposits in Rudrasagar

878. Shri P. C. Borooah: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether it is a fact that according to the latest assessment there is a deposit of 50 million tons of oil in Rudrasagar area in Assam;

(b) the number of wells already drilled in Rudrasagar;

(c) the average depth of the wells; and

(d) the steps proposed to be taken to refine the crude oil?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No reliable assessment of the extractable reserves of crude oil in Rudrasagar, Assam can be made at this stage

(b) and (c). One 3817 metres.

(d) Does not arise

Post-Matric Scholarships to Backward Class Students in Mysore

879. Shri Siddiah: Will the Minister of **Education** be pleased to state:

(a) whether the award of Post-Matric Scholarships to Scheduled Castes, Scheduled Tribes and Other Backward Class students during 1960-61 has been finalised in Mysore State;

(b) if so, what is the total amount awarded to the students of the Scheduled Castes, Tribes and Other Backward Classes separately in Mysore State during 1960-61; and

(c) if not, the reasons therefor?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c). The Government of India scheme of scholarships to the students belonging to Scheduled Castes, Scheduled Tribes and Other Backward Classes for Post-Matric studies in India was decentralised with effect from 1959-60. The State Governments are required to send to the Government of India quarterly progress reports. The report for the last quarter has not so far been received. It is, therefore, not possible to say whether the Mysore Government has finalised all the awards for the year 1960-61 and what is the total amount spent so far.

Heirship Rules

880. Shri Kumbhar: Will the Minister of **Finance** be pleased to state:

(a) the nature of the heirship rules made so far by the Government of India for withdrawal of treasury deposits and bank savings by the successors of the deceased;

(b) the number and amount of such withdrawal cases pending so far in various branches of different banks in India, and

(c) the steps being taken by the Government of India for proper withdrawal of such savings by the successors of the deceased?

The Minister of Finance (Shri Morarji Desai): (a) In so far as the Small Savings Schemes of the Government of India are concerned, legislation was promoted in 1959, with a view to enable heirs of depositors in the Post Office Savings Bank and of holders of Savings Certificates to receive payment without the production of letters of administration, succession certificates or other legal proof of title. Accordingly, the facility of nominating a person or persons who will be entitled to receive the payment in the event of the death of the holders, was introduced with effect from 1st August, 1960. Copies of the relevant rules namely, the Public Debt (Amendment) Rules, 1960, and the Post Office Savings Banks (Nomination) Rules, 1960, were laid on the Table of the House on the 11th August, 1960.

As regards the deposits or investments with Scheduled and other commercial banks, the payment of the dues in the event of the death of the depositors or investors, as the case may be, is governed by the normal provisions of the law regarding succession, etc.

(b) Information regarding the number and amount of withdrawal cases pending in various branches of different banks in India is not available.

(c) The facility of nomination provided in the case of the Small Savings Schemes of the Government of India has been given wide publicity through the Press and other advertising media.

दिल्ली प्रशासन में हिन्दी का प्रयोग

८८१. **श्री प्रकाशवीर शास्त्री :** क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) दिल्ली प्रशासन के काम में हिन्दी का उत्तरोत्तर प्रयोग करने के लिये जो प्रारम्भिक कदम उठाये गये हैं, क्या उनके अन्तर्गत ऐसी व्यवस्था की गई है कि यदि कोई व्यक्ति किसी उर्दू रिपोर्ट की प्रति देवनागरी लिपि में मांगे तो वह उसको मिल सके; और

(ख) यदि अब तक ऐसी व्यवस्था नहीं की गई है तो इसे करने के लिये क्या कदम उठाये जा रहे हैं

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री बातार): (क) जी नहीं।

(ख) हिन्दी के उत्तरोत्तर अधिक प्रयोग को सुलभ बनाने के लिये कर्मचारियों को हिन्दी प्रशिक्षण दिया जा रहा है तथा अन्य प्रारम्भिक कदम उठाये गये हैं।

Grades of Section Officers

882. **Shri S. M. Banerjee:**
Shri Warior:

Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that the original intention of Government was to introduce the revised pay scales of the Central Government employees with effect from 1st November, 1959;

(b) whether the date of introduction of the revised pay scales was subsequently advanced to 1st July, 1959 on the 2nd August, 1960;

(c) whether as a consequence of merger of Grades III and II of Section Officers in the Central Secretariat Service, Section Officers Grade III promoted to Grade II between the 1st July and 1st November, 1959 have suffered a heavy financial loss; and

(d) whether Government propose to take any steps to ensure that such officers do not suffer any loss in their status emoluments or increments in the merged scale and, if so, what?

The Minister of Finance (Shri Morarji Desai): (a) and (b). Yes, Sir.

(c) and (d). As a consequence of the merger of the two grades of Section Officers in the Central Secretariat Service into one, from 1st July 1959, Grades III and II have ceased to exist as separate grades from that date. Promotions made to Grade II

thereafter have, therefore, become ineffective, and the individuals concerned are not eligible to draw pay on the old scale prescribed separately for Grade II of the Service, but only the revised scale of pay for the integrated grade. This position obtains in other services also, where two grades in the direct line of promotion have been merged into one on the recommendations of the Pay Commission. Government are, however, considering the question of granting some protection against drop in pay in such cases.

Training in Petroleum Technology

883. Shri Jhulan Sinha: Will the Minister of **Scientific Research and Cultural Affairs** be pleased to state:

(a) the number of students receiving training in petroleum technology at the Indian School of Mines and Applied Geology, Dhanbad since 1957;

(b) the time when they are expected to complete their course;

(c) the way in which their services are proposed to be utilised before the completion of the oil refineries in Assam or Bihar; and

(d) whether there is any proposal of their being sent out for further training abroad during the intervening period?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) and (b). The first batch of 26 students, which was admitted in July 1957, will be completing the course in March, 1961.

(c) The course in Petroleum Technology at Dhanbad provides training in Petroleum Engineering and Exploration and not specialisation in oil refinery though it forms a subject of examination. There is no specific Scheme for utilization of services of students of Indian School of Mines and Applied Geology, Dhanbad and they have to secure suitable employment in companies concerned in the normal way.

(d) No.

Excise Raid on Fulara Oil Mill, Upleta

884. Shri K. U. Parmar: Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that Central Excise Department had raided Fulara Oil Mill, Upleta in Saurashtra (Gujarat State) and found thousands of oil tins without payment of Central Excise duties; and

(b) if so, what action was taken by the Department?

The Minister of Finance (Shri Morarji Desai): (a) No, Sir. No oil tins were found or seized by the Central Excise staff in a raid on Fulara Oil Mill. The facts of the case, however, are that on examining the private accounts of the said Mill by the Central Excise officers, it was found that the factory had not accounted for ground nuts purchased from some parties. Subsequent investingations revealed that the oil obtained from the unaccounted for ground nuts was also not accounted for in the Central Excise accounts and removed without payment of duty. The factory evaded duty in this way on Vegetable Non-Essential Oils estimated at 93 tons 2 hundredweights 3 quarters and 16 lbs.

(b) The party is being proceeded against by the Department for infringement of the Central Excise Rules.

दिल्ली में माध्यमिक शिक्षा के लिए अलग बोर्ड

८८५. { **श्री नवल प्रभाकर :**
श्री भक्त दर्शन :

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह मांग की गई है कि दिल्ली में माध्यमिक शिक्षा के लिए एक अलग बोर्ड बनाया जाये; और

(ख) यदि हां, तो यह मांग कब तक पूरी हो जायेगी ?

शिक्षा मंत्री (डा० का० ला० श्रीमाली): (क) और (ख). दिल्ली में पहले से ही एक माध्यमिक शिक्षा बोर्ड काम कर रहा है। फिर भी, दिल्ली में एक केन्द्रीय बोर्ड स्थापित करने का विचार है। इसकी सेवाएं दिल्ली के स्कूलों को और भारत की या भारत के बाहर की उन शैक्षिक संस्थाओं को उपलब्ध हो सकेंगी जो बोर्ड द्वारा ली जाने वाली उच्च-माध्यमिक परीक्षा के लिए विद्यार्थी तैयार करना चाहें। आशा है कि नये बोर्ड की स्थापना जल्दी ही हो जाएगी ।

दिल्ली प्रशासन के कर्मचारियों के लिये नैतिकता सम्बन्धी भाषण

८८६. **श्री नवल प्रभाकर** : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि दिल्ली प्रशासन के अधिकारियों तथा कर्मचारियों में नैतिकता की भावना जागृत करने के लिए एक भाषण-माला का आरम्भ किया गया है;

(ख) यदि हां, तो इस दिशा में अब तक किये गये प्रयत्नों का ब्यौरा क्या है ;

(ग) क्या विशेषज्ञों को भाषण देने के लिए कोई पारिश्रमिक भी दिया जाता है;

(घ) यदि हां, तो कितना;

(ङ) अब तक कितने भाषण कराये गये हैं; और

(च) इन भाषणों का क्या प्रभाव पड़ा है?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) : (क) और (ख). दिल्ली प्रशासन ने सरकारी कार्यालयों, स्कूलों, कालिजों, वाणिज्य तथा व्यापार संगठनों के कार्यालयों आदि में भिक्षु चमनलाल द्वारा सामाजिक व्यवहार संबंध समस्याओं से संबंधित एक भाषण-माला का समायोजन किया है।

(ग) और (घ). दो मास की अवधि के लिए रहने, भोजन तथा यात्रा का वास्तविक व्यय अदा करने का विचार था परन्तु भिक्षु चमनलाल ने प्रशासन को सूचित किया है कि उन्होंने स्वयं अपना प्रबंध कर लिया है।

(ङ) चार भाषण दिए गए हैं।

(च) ऐसे भाषणों के प्रभाव का मूल्यांकन करना कठिन है, परन्तु इनसे एक स्वस्थ मनोवैज्ञानिक वातावरण अवश्य उत्पन्न होता है।

Election Petitions

887. **Shri B. N. Kureel**: Will the Minister of **Law** be pleased to state:

(a) the number of election petitions received by the Election Commission regarding the Lok Sabha elections of 1957; and

(b) the number of election petitions disposed of by the Election Commission under Section 85 and under Section 86 of the Representation of the People Act, 1951 separately?

The Deputy Minister of Law (Shri Hajarnavis): (a) The number of election petitions received by the Election Commission regarding the Lok Sabha elections of 1957 is fifty-nine.

(b) Out of this number, one petition was dismissed by the Election Commission under Section 85 of the Representation of the People Act, 1951, and fifty-seven petitions were referred to Election Tribunals for trial under Section 86. It may be added that one petition was allowed to be withdrawn under Section 110 of the Act.

Income Tax Written Off

888. Shri K. U. Parmar: Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that certain amounts of Income Tax have been written off during the years 1955, 1956, 1957, 1958, 1959 and 1960 in Ahmedabad;

(b) if so, the names of the persons; and

(c) what were the circumstances of doing so?

The Minister of Finance (Shri Morarji Desai): (a) No amount was written off in 1955 and 1956 but amounts were written off in 1957, 1958, 1959 and 1960.

(b) and (c). It is not possible to furnish these details in view of the statutory prohibition contained in Section 54 of the Income Tax Act.

Price of Gold

889. Shri G. K. Jedhe: Will the Minister of **Finance** be pleased to state the steps taken by Government to check and control the price of gold?

The Minister of Finance (Shri Morarji Desai): With a view to conserving foreign exchange, Government have banned the import of gold. Measures have also been taken to check gold smuggling. The price at which gold changes hands within the country is of little significance in this context.

However, in order to check speculation, forward dealing in gold within the limilts of Greater Bombay has been brought within the purview of the Forward Contracts Act. The Bombay Bullion Association Ltd., now conducts forward trading in gold under the supervision of the Forward Markets Commission.

Geological Survey of Maharashtra and Mysore

890. Shri G. K. Jhede: Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether the full geological survey has been made in Western Ghats and coastal line of Maharashtra and Mysore State with the object of discovering coal and oil deposits;

(b) if not, the reasons therefor; and

(c) if the reply to part (a) above be in the affirmative, the details thereof and the places (Districts) where oil and coal have been found?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No, Sir. However, the Geological Survey of India carried out some investigations in the Western Ghats and along the coastal line of Maharashtra and Mysore State.

(b) Neither the rock formations in these areas are favourable for search for oil, nor the Permo-Carboniferous and Tertiary formations which are likely to contain coal seams are located in these areas.

(c) Does not arise.

शिक्षण संस्थाओं के लिये वैज्ञानिक उपकरण

८९१. **श्री रा० च० शर्मा :** क्या वैज्ञानिक अनुसंधान और सांस्कृतिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) शिक्षण संस्थाओं को उचित मूल्य पर वैज्ञानिक उपकरण देने के लिये क्या उपाय किये गये हैं; और

(ख) आयात होने वाले उपकरणों का मूल्य किस प्रकार निर्धारित किया जाता है ?

वैज्ञानिक अनुसंधान और सांस्कृतिक-कार्य मंत्री (श्री हुमायूं कबिर) : (क) सूचना नीचे दी है :—

(१) जो उपकरण देश में वाजबी कीमत पर आसानी से नहीं मिलते उनके लिये शिक्षा संस्थाओं को विदेश से उपकरण मंगाने के लिये विदेशी मुद्रा और आयात लाइसेंस दिये जाते है।

(२) ये संस्थायें विदेशों से जो वैज्ञानिक और तकनीकी सामान मंगाती हैं उस पर कुछ शर्तों के अधीन ड्यूटी माफ कर दी जाती है।

(३) सब संस्थाओं को सामान की एक माडल सूची भेजी जाती है। इसमें अच्छे निर्माताओं की कीमतों की दरें भी दी रहती हैं। जहां मुमकिन है वहां मंत्रालय के क्षेत्रीय दफ्तर ठीक कीमतों पर सामान लने में संस्थाओं की मदद करते हैं। संस्थाओं को सामान मंगाने की ठीक जगहें भी बताई जाती हैं।

(ख) विदेशों से आने वाले उपकरण पर कोई खास कीमत कंट्रोल नहीं हैं।

12.13 hrs.

OBSERVANCE OF DECORUM IN THE HOUSE

Shri Amjad Ali (Dhubri): Sir, may I bring to your notice one thing? It arises out of the ruling which you have given just now. It is true that the convention of bowing down to the Chair while coming into the House or going out of the House is also the practice followed in the House of Commons. But I would like to bring to your notice that the Muslim Members of this House may have some religious or conscientious objection to bowing down to the Chair. What I mean to say is that we bow down only to God. So the Muslim Members may have some conscientious objection on account of that. I wish to make it quite clear to you so that it may not be taken amiss or some misunderstanding may not be created in your mind on that account.

Shri Tyagi (Dehra Dun): Sir, this bowing down was not meant for praying or for any such thing where religion comes in. It is only an ordinary courtesy and Muslims are the most courteous in saluting and in doing things like that. It is nothing which goes against their religion. Muslims, as I know them, are most courteous in paying salutes or bowing down by way of respecting people.

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): I may say that my hon. friend over there is under a mis-apprehension about the orders of Islam in this connection. This bowing down is not that sort of thing which is meant to bow to God. It is simply a mark of respect which is shown. It does not mean that we pray.

Shri Tyagi: They bow to their fathers and mothers. They are the most courteous people.

Shri Amjad Ali: May I give a personal explanation? Shri Tyagi has rightly said that it is not a question of prayer and that we are not going to pray here. My hon. friend, Hafiz Mohammad Ibrahim has also said that it is not that sort of bowing. What I mean to say is that I can raise my hands to you, but if I bow down to you that is bowing and bowing is bowing, nothing else... *(Interruption)*.

Shri Muhammed Elias (Howrah): This practice is going on here and never has this question been raised. I think there is no difficulty for Muslim Members to bow down before the Speaker. This is an act of courtesy.

12.16 hrs.

[At this stage the Deputy Minister of Commerce and Industry, Shri Satish Chandra, was seen walking down the gangway.]

Mr. Speaker: Order, order. The hon. Minister, Shri Satish Chandra,

must resume his seat when I am on my legs. I am afraid some of the younger hon. Members are not watching the proceedings here. They ought to observe decorum in the House. That is exactly what has been said. It is not all right. We must set an example to ourselves and to others also.

So far as this matter is concerned, there is absolute freedom of religion in this House. If any hon. Member thinks that he has got a conscientious objection to this, let him not bow. It is not for me to say that he should bow; I leave it to him. I leave it to every hon. Member. But subject to religious scruples, the other things shall be observed. If it is a personal one, I do not think it is right. We are in a company here and in an association of Members of Parliament we must abide by the rules and regulations. If there is a conscientious objection on any hon. Member's part, let him not do it.

Shri Morarka (Jhunjhunu): Why has Shri Amjad Ali raised this point after nine years of his sitting in this House? He has been here for the last nine years. He has been coming into and going out of the House every day. Why has he raised this question only today?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): Sir, I must apologise to you if there has been any inadvertant mistake on my part. I have walked in from the Rajya Sabha without knowing as to what is happening in the House.

Mr. Speaker: I cannot go on describing as to how hon. Members should come in here. They must bow to the Chair when they come in. Of course, I do not want them to bow every minute, but when they come in they should observe a kind of decorum and respect. They come in as if with a non-chalant attitude or as if they are a raja or a maharaja.... (*Interruption*). I am noticing from here how hon. Members come in. Do they come here to fight and defy? Absolutely not. Hon. Members must come here in a reverential mood. When they go out they must do so in a reverential mood. I do not prescribe a particular manner, but it ought not to appear so to any individual. I leave it to every hon. Member to see that he comes in a proper mood to this House. I am sorry that the younger hon. Members are not adapting themselves to what the older hon. Members are doing...(*Interruption*). Hon. Members, when they come in, must first of all look towards the Chair.

12.18 hrs.

PAPERS LAID ON THE TABLE

Madhya Bharat and the Bhopal Muslim Wakf Boards (Dissolution) Order

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): Sir, I beg to lay on the Table a copy of the Madhya Bharat and the Bhopal Muslim Wakf Boards (Dissolution) Order, 1961 published in Notification No. G.S.R. 117 dated the 28th January, 1961, under sub-section (6) of Section 66A of the Wakf Act, 1954. [*Placed in Library, See* No. LT-2689/61].

Notification issued under Sea Customs Act and Central Excises and Salt Act

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): Sir, I beg to lay on the Table a copy of each of the following Notifications:

(i) G.S.R. No. 187 dated the 18th February, 1961 under sub-section (4) of Section 43B of the Sea Customs Act, 1878.

(ii) G.S.R. No. 188 dated the 18th February, 1961 making certain further amendments to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, under sub-section (4) of Sec-

[Dr. B. Gopala Reddi]

tion 43B of the Sea Customs Act, 1878 and Section 38 of the Central Excises and Salt Act, 1944. [*Placed in Library, See* No. LT-2691/61].

LOK SAHAYAK SENA (AMENDMENT) RULES

The Deputy Minister of Defence (Sardar Majithia): Sir, I beg to relay on the Table a copy of the Lok Sahayak Sena (Amendment) Rules, 1960 published in Notification No. S.R.O. 406 dated the 3rd December, 1960, under sub-section (3) of Section 11 of the Lok Sahayak Sena Act, 1956. [*Placed in Library, See* No. LT-2539/60).

12·19 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE.

ENROLMENT OF BENGALIS RESIDING ON ASSAM IN VOTERS' LIST

Shri Muhammed Elias (Howrah): Sir, under Rule 197, I beg to call the attention of the Minister of Law to the following matter of urgent public importance and I request that he may make a statement thereon:

> The difficulties faced by Bengalis residing in Assam in regard to their enrolment in the Voters List.

The Minister of Law (Shri A. K. Sen): Sir, the Government of India have no information regarding any difficulties which are being faced by Bengalis residing in Assam in regard to their enrolment in the Voters List. It has, however, been alleged that Bengalis *en masse* residing in Assam are required to produce citizenship certificate or satisfactory proof of their having settled in Assam before the 19th July, 1948 to get themselves registered as electors. Indian citizenship is, however, a primary qualification for registration as electors. Bengalis in Assam who were born in India are automatically citizens of India. There are, however, in Assam a large number of displaced persons from East Pakistan. They can acquire Indian citizenship if they migrated from Pakistan before 19th July 1948 and have been ordinarily resident in India since then, or if they have registered themselves as citizens under section 5(1)(a) of the Citizenship Act. In order that the displaced persons may be registered as electors they have to fulfil either of the above conditions.

Steps, however, have already been taken to get the displaced persons registered as Indian citizens. The Assam Government have issued instructions to all district registration authorities, including sub-divisional officers working as registration officers in sub-divisions to see that easier facilities are given to those displaced persons who apply for and who are found eligible for registration as Indian citizens. These officers have been asked to give prompt attention to such applications and to see that all applications from eligible persons are disposed of speedily. The Election Commission has also directed the Chief Electoral Officer of the State to tour the districts and see that there are no complaints of omission of eligible electors on any appreciable scale. Under the procedure prescribed by the Election Commission in this behalf only a portion of the electoral rolls of the State of Assam is being revised this year. Every care is being taken to enrol all the eligible voters in the electoral rolls.

Shri Muhammed Elias: May I ask one thing? During 1951 or 1956 when the Bengalis enrolled themselves as voters they were never told to produce any citizenship certificate: they only produced the refugee registration certificate or affidavit. But now they have been told—the Registration Officer has issued one circular on 23-1-1961 (the number of the circular

is 8209) and in this circular he has instructed all the Bengalis to produce their citizenship certificate. It is a very costly affair and the certificate cannot be had unless they go to the court, and every refugee has to spend a lot of money to get the citizenship certificate. They have already got their refugee registration certificate and also the affidavit. When that is so I do not understand why these things will not be enough for the purpose of enrolment as voters.

Shri A. K. Sen: I do not exactly know what circular is being referred to. This difficulty arose also in 1955 and 1956 before the last elections of 1957. The hon. Member will recall that so far as Indian citizenship is concerned, under article 6 of the Constitution a person who has migrated before 19th July 1948 and is ordinarily resident in India is a citizen automatically. So, he has just to show proof, if he is not already registered on the electoral rolls, that he has migrated before the 19th July 1948. It is only in respect of those who have migrated after 19th July 1948 that an application has to be made for registration. So I am not quite clear; if the hon. Member had sent me a copy of the alleged circular I would have looked into it. But even now I would request him to send it to me immediately. If it is required even for those who have migrated before 19th July 1948, then it is certainly wrong. But I would request the hon. Member to send me a copy of the circular.

Shri Indrajit Gupta (Calcutta-South West): Even in the cases of families which have migrated before 19th July 1948, in a case where the head of the family establishes proof that he has so migrated and become a citizen of India, may I know why the authorities are insisting that every individual member of the family must also produce a citizenship certificate?

Shri A. K. Sen: I shall certainly communicate this immediately. But apart from this general statement, I shall be obliged if the hon. Member sends me specific cases of this nature.

Shri Tyagi (Dehra Dun): Are these instructions issued by the Election Commission or by the local magistrate?

Then I want one clarification. In the matter of enrolment of voters etc., do the officers who do this job act under the instructions of the Election Commission or are they under the local Government?

Shri A. K. Sen: Well, the entire thing is under the Election Commission, but for facility of administration, as the hon. Member is aware, every State has a Chief Electoral Officer.

Shri Tyagi: What is the policy? I want to know whether matters of policy like enrolment of such and such persons under such and such conditions are at the disposal of the local Government or the Election Commission.

Shri A. K. Sen: One is a matter of policy. That is laid down by the Act itself and the Constitution. The other is a question of administration of the policy. It is in regard to the administration of the policy that these difficulties occur. And in regard to these the Chief Electoral Officers are directed from time to time by the Chief Election Commissioner, if there are any difficulties to carry out the policies in a particular way. As I have stated, the Chief Electoral Officer, Assam has already been asked by the Chief Election Commissioner to tour himself to see that his directions given for the purpose of facilitating the registration of those refugees who have come after 19th July 1948 are properly looked after.

Shri Tyagi: My point is different...

Mr. Speaker: The point is clear. The hon. Member is asking about proof. There is no change in the policy. The policy is laid down by the Constitution. So far as proof is

[Mr. Speaker]

concerned, those persons in charge evidently want a proof, a certificate. The hon. Minister has just now assured the hon. Members who have raised this point that if individual cases are sent to him he will look into them and that the Chief Electoral Officer has been asked to tour round on the spot to take charge of all these various matters.

Shri Tyagi: My point is quite different. I only wanted to have one clarification as to whether the local Governments are entitled to freely, independently, without taking the sanction of the Election Commission, impose any type of conditions in this matter.

Mr. Speaker: It is clear. But when a man wants to have proof whether a person came from Pakistan or was here, what can the Election Commission do?

Shri Tyagi: They should take the sanction of the Election Commission first.

Mr. Speaker: Every time? Whether Shri Tyagi is a refugee or not, etc.? It is impossible for them.

Shrimati Renuka Ray (Malda): If it is recognised that a refugee certificate is enough and somebody produces it, that should be enough evidence and there should not be anything more required.

Mr. Speaker: The hon. Minister does not disagree. He says if there are individual cases they may be brought to his notice and that he will issue general instructions also. If he finds that a similar instruction has been given—that a certificate is necessary—he will look into that matter.

Shri A. K. Sen: In fact, if this had been brought to my notice earlier that the head of the family is enrolled and yet those who belong to the family are again asked to produce certificates—and it is well known that these migration certificates cannot be produced now after the lapse of all these years—the Chief Election Commissioner has himself been to Assam and I would have asked him to make specific enquiries about it.

Shri Manean (Darjeeling): May I submit that similar difficulties are faced by the Nepalese also? Those who were in the voters' list of 1952 and 1957, they are also being excluded and they are being asked to produce the citizenship certificates in order that they may be enrolled in the voters' list. This is a very serious situation. It obtains only in Assam.

Shri A. K. Sen: The Nepalee sufferer is as much as sufferer as the Bengali sufferer and, therefore, if he has suffered—both of them— from the same inconveniences, which are not warranted by law, that will certainly be looked into.

Mr. Speaker: The hon. Member will bring these matters to the notice of the hon. Minister.

12.29 hrs.

RAIWAY BUDGET—GENERAL DISCUSSION—*contd.*

Mr. Speaker: The House will now resume the general discussion of the Railway Budget. Shrimati Krishna Mehta was in posession of the House. She may continue her speech.

श्रीमती कृष्णा मेहता (जम्मू तथा काश्मीर): अध्यक्ष महोदय, जैसा कि मैंने कल कहा था, मैं रेलवे मंत्रालय को और रेलवे बोर्ड को बधाई देती हूं उनके काम के लिये ।

Mr. Speaker: When will the Minister reply?

The Minister of Railways Shri Jagjivan Ram): On Monday.

श्रीमती कृष्णा मेहता : श्रीमन्, विभाजन के पश्चात् इस लम्बे समय में रेलवे को काफी सुधार करना पड़ा । मंत्रालय के सामने बहुत कठिनाइयां थीं । विभाजन के समय ६६०० मील लाइन कम हुई और ७७०० मील रेलवे लाइन भारत को मिली । सन् १९४९ में रियासतों से जो रेलवे लाइनें मिलीं वे ३२ पुरानी रेलवे लाइनें थीं । इन सब को ठीक से चलाना, अनुभवी कार्यकर्त्ताओं का चुनना और प्रशासन का काम ठीक ढंग से चलाना, ये सब कठिनाइयां रेलवे मंत्रालय के सामने थीं ।

रेलवे मंत्रालय ने दस साल पहले करोड़ों रुपए रियासतों की रेलवे लाइनों को ठीक करने के लिये खर्च किए । मैं तो अपनी रियासत की बात आपके सामने रखती हूं । उस समय जब कि सब रियासतों की लाइनों के लिये करोड़ों रुपये खर्च किए गए तो आपने जम्मू-काश्मीर की रेलवे लाइन को किस लिए भुला दिया था । मैं तो यह कहे बिना नहीं रह सकती कि यह जम्मू-काश्मीर की जनता के साथ एक बहुत बड़ा अन्याय हुआ है । फर्क यह था कि जम्मू की जो लाइन थी उसको आक्रमणकारियों ने आक्रमण के समय नष्ट कर दिया था । मैं मानती हूं कि उस समय वह रास्ता दूसरा था, जिसको जम्मू-काश्मीर की जनता अपनाना नहीं चाहती थी । आज भी वहां बोर्ड लगा हुआ है जिसमें मोटे-मोटे अक्षरों में लिखा हुआ है, 'जम्मू रेलवे स्टेशन' । आज भी वह स्थान है जिसको कहा जाता है जम्मू रेलवे स्टेशन रोड । लेकिन ये सब चीजें होते हुये भी आज वहां सूना पड़ा है । अभी तक रेलवे का वहां कोई प्रबन्ध नहीं हुआ है ।

रेलवे बोर्ड को तथा मंत्रालय को मैं प्रति वर्ष की तरह यह बात याद दिला रही हूं, परन्तु उस याद दिलाने और आज के याद दिलाने में कुछ फर्क है । सन् १९५९ में मैं-ने मिनिस्टर साहब से प्रार्थना की थी और जम्मू तथा काश्मीर की जनता के विचार इस हाउस में बतलाए थे । तो उनका ध्यान इस तरफ गया था । उसके लिए मैं मंत्रालय तथा रेलवे बोर्ड को बधाई देती हूं और उनको धन्यवाद भी देती हूं ।

12.32 hrs.

[SHRI JAGANATHA RAO *in the Chair*]

लेकिन आज तक माधोपुर-कठुआ लाइन जो कि लगभग ६ मील की है बनी ही नहीं । क्या हम आशा कर सकते हैं कि आगामी वर्ष तक वहां की रेलवे लाइन का काम पूरा हो जाएगा । सन् १९५८–५९ के रेलवे बजट में कोई धन माधोपुर और जम्मू लाइन के लिये नहीं रखा गया था, किन्तु सन् १९५९–६० के बजट में माधोपुर-कठुआ की लाइन की तरफ ध्यान गया । सन् १९६१–६२ के अपने बजट भाषण में रेलवे मंत्री जी ने कहा है कि तीसरी पंचवर्षीय योजना में प्रारम्भिक कार्रवाई लाइनों की की जाएगी जिनकी लम्बाई ५४० मील है । इस में माधोपुर-कठुआ की लाइन ६ मील की है । मैं सदन के सामने यह कहना चाहती हूं कि सारे भारतवर्ष में ५४० मील लम्बी लाइन की योजना है जिसमें से हमारे हिस्से में केवल ६ मील लाइन आयी है । मैं तो यह कहूंगी कि तीसरी योजना में जो यह ५४० मील लाइन बनाने की योजना है इसमें जम्मू तक रेलवे लाइन पहुंचाने का इन्तिजाम किया जाना चाहिये । मंत्री महोदय ने अपने भाषण में बताया था कि तीसरी योजना में माधोपुर-कठुआ लाइन को बढ़ा कर जम्मू तक ले जाया जाएगा । इसके लिए मैं उनको धन्यवाद देती हूं । इसके साथ ही मेरा यह नम्र निवेदन है कि आपने जो यह कहा है कि यातायात की सम्भावना निर्धारित करने के लिये प्रारम्भिक जांच की जाएगी ; ये शब्द मेरी समझ में नहीं आए ।

[श्रीमती कृष्णा मेहता]

इन शब्दों को बदला जाए और यह किया जाए कि तीसरी योजना के अन्त तक जम्मू की लगभग ६० मील की लाइन बनायी जाएगी । इससे बहुत महत्व का काम होगा और वहां की जनता को बहुत सतोष होगा और उनका यह गिला भी दूर हो जाएगा कि अभी तक हमारी ६० मील की लाइन की तरफ ध्यान नहीं दिया गया है जबकि देश में चारों ओर रेलवे लाइनें बिछाई जा रही हैं । लोगों का कहना है कि हमें क्यों यह लाइन नहीं दी जाती ।

रेलवे मंत्रालय को मैं यह भी भरोसा दिलाती हू कि जम्मू-काश्मीर में जो रेलवे लाइन बनायी जाएगी वह घाटे पर नहीं चलेगी । आप देखें कि रेलवे लाइन होने से वहां उद्योग धन्धे बहुत उन्नति करेंगे । इसके अलावा कोयला आदि बहुत से मिनरल्स भी वहां पाए जाते है । वहां की सरकार ने हिसाब लगाया है कि रियासत में जो कोयला कालाकोट और जगलगली में होता है उसको नारदर्न रेलवे अपने खर्च के लिये खरीदे तो उससे बहुत फायदा हो सकता है क्योंकि अभी रेलवे को कोयला बहुत दूर से लाना होता है । वह कोयला बहुत सस्ता पड़ सकता है । तो इन सब चीजों पर आपको ध्यान देना चाहिये ।

आप जो स्लीपर जम्मू काश्मीर सरकार से खरीद रहे हैं वे भी आपको बहुत सस्ते पड़ेंगे । अभी उन की ढुलाई में आपको बहुत पैसा खर्च करना पड़ रहा है । तो ये सब चीजें आप सोचें । और मै अपनी तरफ से और वहां की जनता की तरफ से आपको विश्वास दिलाती हूं कि इस लाइन को खोल कर आप घाटे में नहीं रहेंगे । यह जरूर है कि पहले आपको कुछ पैसा लगाना पड़ेगा । मैं आशा करती हूं कि इस मामले में सदन मेरा साथ देगा । हमारे देश में उद्योग बढ़ रहे हैं । लेकिन काश्मीर की जनता का कहना है कि हमारे यहां कोई कारखाने नहीं हैं । कोई रेलवे नहीं है । वही छोटे-छोटे कारखाने हैं जिनमें बेचारे दिनरात मेहनत करते हैं और उससे उनको थोड़ी बहुत मजदूरी मिल जाती है । जब तक हमारे यहां रेलवे नहीं आएगी तब तक हम कैसे बढ़ेंगे । जब हम नक्शे में अपनी रियासत की लाइनों की हालत को देखते हैं तो बड़ी निराशा होती है । और जब हम वापस जाते हैं तो वहां के लोग कहते हैं कि तीसरी दफा हमारा मेम्बर पार्लियामेंट में होकर गया लेकिन हमारी रेलवे लाइन तक नहीं बनवा सका । खैर, वे चाहे जो कहें, लेकिन मेरी आप से प्रार्थना है कि आप इस तरफ ध्यान दें और तीसरी योजना के अन्त तक वहां यह रेलवे लाइन बना दें । जिस तरह से देश के और हिस्सों का हक है उसी तरह से वहां के लोगों का भी हक है । वहां दूर-दूर तक बस्तियां फैली हुई हैं । इसलिए मेरी प्रार्थना है कि आप वहां के लिए जरूर ध्यान दें ।

जो रेलवे में धीरे-धीरे सुधार हो रहा है उसके लिए भी मैं तारीफ किए बिना नहीं रह सकती । सन् १९५९–६० की रिपोर्ट से मालूम होता है कि चित्तरंजन में रेलवे इन्जन कारखाना आत्मनिर्भरता के लक्ष्य तक पहुंच गया है और १६४ डब्ल्यू जी इंजिन और ९ डब्ल्यू टी इंजिन तैयार हुए हैं । १९५० से उत्पादन शुरू हुआ है । तब से १००६ इंजिन तैयार हो चुके हैं । इसी तरह से मद्रास में पेरम्बूर के सवारी डब्बों के कारखाने में दूसरी पंचवर्षीय योजना के लक्ष्य से अधिक डब्बे तैयार हुए हैं । जो लक्ष्य था उस से भी ज्यादा पूरा हो चुका है । इन सब कामों को देख कर आज देश विदेश में लोग तारीफ किए बिना नहीं रह सकते । यह बहुत तरक्की है । मैं आशा करती हूं कि इसी तरह और भी आगे तरक्की होगी ।

और भी बहुत से अच्छे काम रेलवे में हुए हैं। तीसरे दर्जे में कुछ गाड़ियों में यात्रियों के सोने का भी प्रबन्ध किया गया है। लेकिन मैं यह कहूंगी कि अभी भी तीसरे दर्जे की ओर आपको ध्यान देने की आवश्यकता है। कहीं-कहीं हम देखते हैं कि गाड़ियों में इतनी भीड़ होती है कि लोगों को खड़ा रहना पड़ता है और कई जगह तो ऐसा होता है कि दरवाजे पर भी लोग खड़े रहते हैं। मैं जानती हूं कि मंत्रालय को कठिनाइयां हैं। कहीं फारिन एक्सचेंज की कठिनाई है, और भी कठिनाइयां हैं, लेकिन फिर भी जितना हो सके हमें इस ओर ध्यान देना चाहिए। जब तक इस तरफ ध्यान नहीं दिया जायेगा तब तक जनता को यह नहीं मालूम होगा कि रेलों में क्या-क्या आसानियां हुई हैं क्योंकि हमारी ज्यादातर जनता तीसरे दर्जे में ही सफर करने वाली है। इसलिए जितनी भी सुविधा उनको दी जा सकती है दी जानी चाहिए।

साथ ही मैं यह भी कहूंगी कि आपकी जो योजना थी मकान बनाने की उस के लिए भी आपने बहुत अच्छा काम किया है। दूसरी योजना में ५४ हजार मकान बनाने का लक्ष्य था, उसमें से अभी तक आपने ४७ हजार बनाए हैं। मैं आशा करती हूं कि बाकी काम भी आप अच्छी तरह करेंगे क्योंकि अक्सर देखा गया है कि जब तक रेलवे कर्मचारियों, खास कर मजदूरों को, मकान नहीं मिलते तब तक उनको शान्ति नहीं मिलती है और वे अपनी ड्यूटी भी पूरी नहीं दे पाते। इसलिए आवश्यकता है उनकी थकावट मिटाने की। इसके लिए उन के लिए मकानों का प्रबन्ध होना चाहिए ताकि उन के घर की व्यवस्था जो है वह अच्छी हो जाए।

अब चूंकि सभापति महोदय की मेरे लिए घंटी बज चुकी है इसलिए और अधिक न कह कर मैं फिर अपने रेलवे मंत्री महोदय का ध्यान जम्मू और काश्मीर की रेलों की समस्या की ओर दिलाऊंगी और उनसे मेरा निवेदन है कि रेलवे लाइन बनाने की योजना को वह इस तीसरी पंचवर्षीय योजना काल में पूरा करें। मैंने वहां के निवासियों की जो इस संबंध में भावनाएं थीं वह सदन् के सामने रखदी हैं और मुझे आशा है कि आपने जैसे उस समय ध्यान दिया था जब कि आपने इस जम्मू-कश्मीर लाइन को शुरू किया था उसी तरीके से आप इसको पूरा करने के लिए फिर ध्यान देंगे।

Dr. Krishnaswami (Chingleput): An unfortunate trend that is visible in recent debates on the railways is the studious attempt made to brush aside all regional demands on the footing of their being not commercially profitable, or of having a low priority. I am not one of those who brushes aside commercial criteria. But let us apply this test to the investment that has been made in our railways in recent years, and ask ourselves the searching question whether this investment has been well directed or not.

During the Second Plan, as my hon. friend the Railway Minister pointed out, the expenditure to be incurred is of the order of Rs. 1,121·5 crores. A substantial portion of this investment is fed from the general exchequer. It is about Rs. 830 or Rs. 840 crores. Part of it is from the depreciation reserves. A third portion comes from external sources, to the tune of Rs. 332 crores. The funds allotted from the general exchequer have to be paid for at the rate of 4·25 per cent. The utilisation of depreciation reserves reflects the normal ploughing back of funds of a good business enterprise. But let us realise that Rs. 332 crores is a contingent liability, and in judging the solvency of our railways, we will have to take into account their capacity to pay back this amount that has been borrowed.

Viewed in this perspective, the crucial question which will have to

[Dr. Krishnaswami]

be faced is this: With the existing shortage of resources, are the railways utilising their allocated resources to the most advantageous use? With the existing rate structure, I must confess that not enough will be earned to pay our way fully.

My hon. friend, the Minister of Railways, in an elaborate justification of transport performance, has pointed out that the railways can take credit for what has been achieved. I yield to none in my admiration for railwaymen, and I am glad that the Railway Minister has paid his tribute to the administration for the manner in which it has solved certain problems.

The hon. Minister remarks:

> "This increase of 50 per cent in ton miles has been handled with additions only of 29 per cent and 26 per cent in the wagon holdings and in tractive effort of locomotives respectively. This reflects the increasing operational efficiency of the Railways."

But I would like this House to advert to an important aspect of this matter which it should not leave out of account at all. The mere fact that we are carrying more ton miles is not an adequate or a complete justification of our transport performance. If railways are a service which have to be paid for two necessary criteria have to be taken into account. Firstly, is the service able to pay its way at current prices? Secondly, is the available capacity used to the full in all sectors and throughout the year? With full utilisation and at existing rates, are we able to earn enough and lift most of the traffic? I am certain that due to considerable experience in handling traffic we have effected improvements in the constructional costs and maintenance of way and in the cost of haulage, but much more remains to be done, and it is no use patting ourselves on the back and saying that the railways are extremely efficient.

I should like to put this question to the House. If we are not able to pay our way—and in certain cases we may not be able to pay our way—it is the House primarily that will have to ask itself this question: on what principles should we subsidise the railways? There may be political considerations, there may be strong regional considerations which have to be taken into account in the interests of emotional integration of the country, in deciding on the degree of subsidisation.

My hon. friend has said that railways are a public utility. What do we mean by saying that they are a public utility? The general assumption is that the railways, because of their monopoly position, should not utilise it to disadvantage, and act in a manner which shows that they are not a public service undertaking. It does not mean that the railways should be a philanthropic organisation in the least.

I should like to deal with some of the aspects of the loans that have been given. There is a song and a dance that is made by some of the experts in the Railway Board by suggesting that 4·25 per cent is high. I do not say that it is only the Railway Board that says it. Many of the public sector industries have also made a song and a dance about it, but I should like to ask a very simple question. If today the Government of India is borrowing at 4 per cent, it is not because lenders are willing to advance loans at 4 per cent, but because the Reserve Bank takes most of these loans at 4 per cent,—in other words, because there is a considerable amount of deficit financing in our system.

Let me make my position very clear. I am not against giving a subsidy to any public enterprise, but let us give it not unknowingly. Let us realise what we are doing, and let subsidies not become a built-in element of our economy. It is on this

principle that we should view certain aspects of railway development, some of the new connections that have been made to the Bhilai steel plant and the other areas, where our Railways have to lift coal or possibly transport steel.

I should like, with a great respect to my hon. friend the Railway Minister, to point out that I am in total disagreement with him when he says:

> "The financial benefit to the nation in the freight bill is only one item of such indirect contribution. In the matter of employment potential, it should be appreciated that large numbers of persons are employed by contractors performing Railway work and by the numerous manufacturers of various types of railway equipment. All these do not figure at present in official statistics."

Which is the enterprise that cannot claim to make the same type of indirect contribution to the economy? For my part that argument is least convincing, and I wish it had been left out of account in the Budget speech altogether.

From the point of view of policy it may be admissible to transport certain articles which are in the export trade at cheaper rates, but let us realise that it is a matter of really social policy, and these reasons have to be stated before Parliament, so that final approval might be given to it. But not all subsidies are of the same order. I have grave doubts regarding certain aspects of railway development.

The transport costs, even in the case of our steel plants, must, in large measure, reflect the economic calculus, and if Parliament knowingly says, "Let us bear a portion of the costs, let us share to a certain extent the transport costs", then it would be a different matter. And it is a thing which will appear to be and also give us a proper appreciation of what is happening.

Now, what is the justification of our having an air-conditioned *janata* train, which today is running obviously at a loss? One would have thought that from the point of view of subsidisation of traffic, it would have been preferable to have an air-conditioned freight train for carrying goods of perishable quality from one end of India to the other. Particularly, in these difficult days, when the cost of living is mounting up, when, as every economist realises, the rise in cost of living is due to the rise in prices of food articles as distinguished from cereals, it may be important to consider the advisability of having such air-conditioned freight trains running but certainly not air-conditioned janata trains for keeping, shall I say, the most vociferous sections of our community silent? That itself may be welcomed, but it is too high a price to pay, by running a subsidised air-conditioned *janata* express.

There have been many of my friends who have been saying that when we put forward demands in the south for more regional development, we are not aking account of commercial criteria. But why should we not feel neglected when there is waste occurring on this scale? Why should it not be feasible not only to have electrification from Madras to Vriddachalam, but also electrification from Madras to Jalarpet or to have a Salem-Bangalore railway link, which would certainly bring in higher commercial returns and which would tend to link the industrial belt area in the South? We ought to, and I respectfully suggest to my hon. friend the dynamic Minister of Railways that he should take a fresh look and a new look at railway policy so that he might alter his perspective.

My hon. friend the Railway Minister—it is not my desire to be critical of all that he has said, but I think

[Dr. Krishnaswami].

that on some of these matters he has been tripped up badly by his advisers —has pointed out on page 3 of his speech (and it is an important thing which I should like to bring to the notice of the House):

> "There are also other pertinent considerations; a noteworthy feature is that, during a developmental period involving heavy increases in capital investment, even certain completed works on which capital expenditure is booked in a year will not be adequately remunerative unit after they have been in use for some years. This applies in greater degree to works in progress at the end of a year but not brought into use yet.".

Certainly, this is a very logical argument, but there is a danger of overlooking other aspects of logic and over-emphasising this aspect. That, I think, is what has occurred in the budget speech, and in the papers that have been supplied to us by the Railway Board.

I ask two questions. Firstly, what is the proportion of this investment to the total? Secondly, even if we are unwilling to state facts in public, yet, when we are drafting our policies, let us bear these facts in mind. There are large amounts shown in our records and in our budgets, of investment at "original or historical" cost. For instance, the amount of Rs. 1,500 crores there in the Railway Budget practically represents the amounts that have been invested at the old "original or historical" prices. If they are now revised so as to bring them in conformity with present values, we can ask ourselves the pertinent question: What is the rate of return on capital investment that we would be getting? I am only asking that this is a matter which ought to be taken into account. Even if we are not willing to face these facts, let us at least consider some of these things, so that we might be in a position to find out whether we should extend some of these investments both from the point of view of social benefit and from the point of view of commercial profitability. In many instances, the commercial benefits and the social benefits tend to be in close unison.

Here, let me advert to a particular aspect of railway policy which has caused considerable disquiet not only in the south but in many parts of India but we do not seem to realise that the railways should not be considered to be only a monopoly. We have to take into account the fact that there are investments in roads which are very important, and which ought to be viewed not as a rival to one form of transport but as a complementary thing which has to be taken into account. But, along with the investment in roads—and today most exponents of the Road Congress only emphasise greater investment in roads—there is another, and a more important issue, that will have to be faced not only by Parliament but by the various State Governments, an issue of very great importance. What is it that we are going to revise rates of taxation of vehicles and of even diesel oil? I do not wish to go into the various aspects of the indirect taxes which have been imposed by the Finance Minister. I shall take them up on another occasion. But, as a result of the illogical policy that we have pursued, many of our trunk roads are under-utilised. The magnificent Mysore-Bangalore trunk road is today hardly utilised, and the reason is to be found in the fact that we have taxed the vehicles so much that it is next to impossible for vehicles to ply on them. Indeed, in the thirties of this century, we took great credit for the fact that we were progressive in abolishing toll gates, so that the vehicles might move more freely, but the other exactions that we have imposed on vehicles are of such a serious order that there is even non-utilisation of these various roads.

I also feel that the diesel duty that has been put has tended to jeopardise a great deal of real traffic in many parts.

My hon. friend Shri Asoka Mehta yesterday came out with a plea that there were large numbers of people in the south travelling by buses. I am not going to put forward any regional demand, but I do think, and it ought to be clear to him, that if there are really any difficulties in having a greater amount of large-scale investment,—of course, there must be a certain amount of investment by the railways in these areas—then, obviously, steps ought to be taken by Government and the Railway Minister in particular not to stand in the way of road development in these different areas, so that we might have a chance of really prospering. My hon. friend may not directly stand in the way of road development, but the way in which duties have been imposed on diesel is directly due to the Railway Ministry's strong attitude on many of these matters.

Shri Jagjivan Ram: But I have to pay more myself.

Dr. Krishnaswami: But when diesel becomes a major part of your railway expansion, then the duties will be reduced. May I wish him great success in having a rapid introduction of dieselisation so that he may not penalise road traffic.

My hon. friend in his budget speech said that we should have co-ordination and integration of these different forms of transport. Sir, these words leave me cold, for, during these years, during the fifties in particular, co-ordination and integration are the most abused words in the language of political planning and social welfare. Before, we co-ordinate . . .

Shrimati Parvathi Krishnan (Coimbatore): Change them into Hindi!

Dr. Krishnaswami: That is another problem which we shall have to deal with. First of all, by merely changing from one language to the other, we do not seek to alter the basic thing, but these two words have been used either to stifle all development or to give powers of dictatorship to particular monopolies. That is the history of these two words, 'co-ordination' and 'integration'. But I do not want to go into this matter at considerable length. The main issue that will have to be faced is this. Before we even think of co-ordinating and integrating, what exactly is the future of the railways that we envisage? How are they going to pay their way? How far is the general exchequer going to subsidise them, if necessary? Once these issues are faced, the general exchequer will have a dominant voice in allocating the funds between different methods of transport and thus assisting in the equi-regional development of the various parts of India, so that no particular part of the country might feel aggrieved as a result of unnecessary preoccupation with the development of only one or two areas.

13 hrs.

श्रीमती जयाबेन शाह (गिरनार): सभापति महोदय, रेलवे तथा परिवहन मंत्रालय के लिये खास तौर पर खुशकिस्मती की बात है कि उसके ऊपर चारों ओर से फूलों की वर्षा हो रही है । उसके साथ थोड़े से कांटे भी हैं, मगर उन्होंने जो प्रोग्रेस और डेवेलपमेंट का काम पिछली दो पंचवर्षीय योजनाओं में किया है, उस के लिये मैं भी उन्हें मुबारकबाद दे रही हूं ।

कितने ही प्वाइंट्स इस सदन में बार-बार उठाये गये हैं, मुझे भी उन्हीं प्वाइंट्स को लेना पड़ता है । रोड और रेल ट्रान्सपोर्ट के बारे में सभी सदस्यों ने कहा है । उसके सम्बन्ध में एक बात यह कही गई, जैसा कि श्री अशोक मेहता ने भी कहा, कि जहां पर रोड ट्रान्सपोर्ट काफी हो वहां रेल की जरूरत नहीं

[श्रीमती जयाबेन शाह]

है । मगर मेरी रिक्वेस्ट यह है कि जहां पर रेलवे नहीं हैं वहां पर वैकुअम तो नहीं हो सकता । वहां पर रोड ट्रान्स्पोर्ट होना चाहिये । जो कुछ भी अब तक हुआ है वह हमारे लिये आनन्द की बात है मगर इस का मतलब यह नहीं है कि वहां का केस बिल्कुल खत्म कर दिया जाये क्योंकि वहां रोड ट्रान्स्पोर्ट हो गया है । मेरी प्रार्थना है कि इस बारे में ओवर आल पिक्चर देखनी चाहिये, और हमारी पालिसी ऐसी बननी चाहिये कि हर एक जगह पर, भले ही वहां पर थोड़ा रोड ट्रान्स्पोर्ट भी हो मगर थोड़ा रेल ट्रान्स्पोर्ट भी होना चाहिये । कामर्शल साइड को देखना बात हो सकती है लेकिन उसके साथ और भी प्रावलेम्स् हैं, और भी पहलू हैं, जिन की ओर हम को देखना चाहिये ।

यहां पर कोल के बारे में भी कहा गया है मैं उस को दोहराना नहीं चाहती हूं, मगर एक बात अवश्य कहना चाहती हूं । मुझे इस बात को देख कर बड़ा दुख और आश्चर्य होता है कि कुछ दिन पहले स्टील और माइन्स मिनिस्ट्री व रेलवे मिनिस्ट्री ने अपनी जिम्मेदारी एक दूसरे पर डालने की कोशिश की । मैं समझता हूं कि जहां पर डिमाक्रेसी के अन्दर कैबिनेट फंक्शन करती है और जहां पर कलेक्टिव रस्पांसिबिलिटी का सवाल है, वहां पर एक दूसरे पर रिस्पांसिबिलिटी डालना मुनासिब नहीं है । कोयले की शार्टेज के बारे में सारे देश को कष्ट सहन करना पड़ा है । मैं सिर्फ गुजरात की बात नहीं कहना चाहती हूं, लेकिन जो कुछ सारे देश में हुआ उस से प्लैनिंग कमिशन और सरकार को कुछ सबक सीखना चाहिये और आइन्दा ऐसी कंटिंजेंसी नहीं पैदा होने देना चाहिये । अगर इस तरह का पाठ वे लें तो ठीक है ।

दूसरी बात कोचेज के बारे में है । जो कोचेज बनीं या बन रही हैं उन में जो एक नई बात हुई है वह मेरी इन्फार्मेशन के अनुसार यह है कि उस में लगने वाले पुर्जों में से ६० या ७० परसेन्ट जो बाहर से आते थे, अब हमने इन को इंडिजिनेस तरीके पर बनाना शुरू किया है । यह हमारे लिये बड़े आनन्द की बात है ।

मैं इस बारे में भी रेलवे मंत्रालय का ध्यान खींचना चाहती हूं कि जो नये डिब्बे बने हैं वे अभी काफी डिफेक्टिव हैं । जब वे चलते हैं तो उनमें पुराने डिब्बों जैसी आवाज आती है और उन में डस्ट भी बहुत आती है । जब भी मैं राजस्थान से होकर आती हूं तो मुझे ऐसा अनुभव होता है, इस ओर भी ध्यान देने की आवश्यकता है और हो सके तो हम को उनमें सुधार करना चाहिये ।

मैं एक बात कहना तो नहीं चाहती थी, लेकिन कुछ माननीय सदस्यों ने यहां पर उस के बारे में कहा है । कि हमारे मंत्री महोदय ने अपनी स्पीच में उस का उल्लेख नहीं किया । वे सभी लोग इस के लिये नाराज हैं कि उन्होंने क्यों इस बारे में जिक्र नहीं किया है । मुझे पता नहीं कि इस बात का जिक्र करने की क्या आवश्यकता थी ।

श्री वाजपेयी (बलरामपुर) : जिक्र किया गया है ।

श्रीमती जयाबेन शाह : अगर वह किया गया है तो ठीक है । तब तो आप को शिकायत करने की कोई बात ही नहीं है । मैं समझती हूं कि जो कुछ हुआ वह हमारी इस इन्कैन्ट डिमाक्रेसी के इतिहास में काले अक्षरों में लिखा जायेगा और जो लोग यहां आ कर इस बारे में बात कर रहे हैं और जिन्होंने हमारी सेंट्रल गवर्नमेंट के स्टाफ को

मिसडाइरेक्ट किया है, वे ही इस के लिये जिम्मेदार हैं। दे आर शेडिंग देअर क्रोकोडाइल टिग्रर्स हिग्रर । जो भी जनता को और सरकार को इस के लिये कष्ट पहुंचा है उस के लिये उन को पश्चाताप होना चाहिये, इस तरह की बातों को यहां करने से कोई खास फायदा नहीं है।

एक बात मैं ऐडमिनिस्ट्रेशन के बारे में कहना चाहती हूं। । जेनरली तो वह सारे देश के ऐडमिनिस्ट्रेशन पर लागू होती है, मगर खास तौर से इस रेलवे विभाग पर लागू होती है जो कि एक कामर्शल कन्सर्न माना जाता है। वैसे तो यह शीर्ष रूप में कामर्शल विभाग नहीं है क्योंकि देश की जनता को क्या ऐमेनेटीज चाहियें, यह यह भी उसको देखना चाहिये । फिर भी उनको थोड़ी सी फ्रीडम है, जैसी कि देश के दूसरे ऐडमिनिस्ट्रेशन में नहीं है । मैं चाहती हूं कि उस में कुछ रैशनलाइजेशन हो, कुछ नयापन आ जाय और उन का आउटलुक बदल जाये। हमारे तजुर्बे में बहुत सी बातें आती हैं। उन्हीं में से एक जोन्स की मांग है। जोन्स का आपस में कोआर्डिनेशन नहीं है, और हर एक जोन अपने में एक एम्पायर जैसा बन रहा है । मैं समझती हूं कि यह टेन्डेन्सी सही नहीं है। पब्लिक अकाउंट्स कमेटी ने भी कुछ बातें बतलाई हैं। लेकिन जब इस तरह के बड़े-बड़े काम चलते हैं तो उन में कुछ गलतियां हो ही जाती हैं, इसलिये मैं उन के ऊपर ज्यादा जोर नहीं देना चाहती हूं। मगर जिस प्रकार की बातें यहां बतलाई गई हैं, जैसे कि साइकिल स्टैन्ड है, रिफ्रेशमेंट है, स्टोर्स है, स्पेसिफिकेशन्स के बारे में भी बताया गया है, उनके डिटेल्स में न जाते हुए यही कहना चाहती हूं कि मुझको दुख इस बात पर होता है कि जिन्होंने इस तरह के काम को किया है है, जो लोग इन सब बातों के लिये जिम्मेदार थे, उनके मामलों को जब भेजा गया तो उनमें डिले की गई, एक-आध किस्सों में तो ऐसा सुना गया कि उनको प्रमोशन दिया गया और जब उन पर ऐक्शन लेने की बारी आई तो वे मेडिकल ग्राउंड पर रिटायरमेंट पर चले गये, और कुछ मर भी गये । मैं समझती हूं कि जो लोग ऐसा काम करते हैं उन को स्पेअर करने की कोई जरूरत नहीं है । यह जो टेन्डेन्सी है इस से ही सारा काम खराब होता है और हालत बिगड़ती है ।

अब मैं कुछ टिकेटलेस ट्रैवलिंग के बारे में कहना चाहती हूं। यहां पर आंकड़े दिये गये कि वहां पर इतनी टिकेटलेस ट्रैवेलिंग हुई, वहां पर इतनी हुई । लेकिन मैं कह सकती हूं कि जिनके बारे में आपको पता नहीं है वह तो इससे भी ज्यादा तादाद में है। मैं मंत्री जी से अपने अनुभव की बात बतलाना चाहती हूं । सौराष्ट्र में विरावल से ऊना तक एक छोटी सी लाइन है । वहां से शिका आई कि वहां के स्टेशन पर टिकेटलेस ही नहीं है । एक, दो या चार रोज से ही नहीं कई महीनों से नहीं हैं। मैंने खुद जाकर देखा। मैं वहां के स्टेशन मास्टर से मिली और पूछा कि आखिर क्या बात है । उन्होंने कहा कि मैंने तो मंगवाया है, लेकिन पिछले ६ या ७ महीने से टिकट आये ही नहीं । वेस्ट पेपर जो कि फैकने वाला होता है, उस पर लिख दिया जाता है पांच आदमी। उसका पैसा कहां जाताथा, या उसका कैसे हिसाब होता था इसका पता नहीं क्योंकि कोई डुप्लिकेट तो रहता नहीं । वहां के लोगों ने कुछ अमेनेटीज के लिये लिखा तो डी० एम० और मिनिस्ट्री ने बतलाया कि वहां पर ट्रैफिक नहीं है तो क्या किया जाये? मेरा पक्का अनुभव है कि वहां पर भीड़ बहुत होती है और काफी पैसा मिल सकता है, लेकिन वहां पर ज्यादातर टिकेटलैस ट्रैवलिंग हो रही है । सभी जगह पर कितनी हो रही है, यह तो मैं नहीं कह सकती, लेकिन वहां पर बहुत

[श्रीमती जयाबेन शाह]

हो रही है और उस पर हम लोग अभी तक कंट्रोल नहीं पा सके । कहा जाता है कि पब्लिक कोआपरेशन चाहिये । मगर पब्लिक भी टिकेटलेस ट्रैवेलिंग करना चाहती है क्योंकि उसका भी इस में फायदा है । स्टाफ जो है वह उनसे समझ लेता है । जो ५ रु० का टिकट होता है, उसकी जगह २ रु० दे देते हैं और उनका पल्ला छूट जाता है । मैं समझती हूं कि जो आपका स्टाफ है खास कर नीचे का स्टाफ जो है, वह लालच से बच नहीं सकता । उसकी चेकिंग के लिये कोई खास तरीका अपनाया जाना चाहिये । किसी अनजान स्टाफ को रखिये या पब्लिक में से ही आप किसी को अथोराइज कर दें जो कि इस चीज को हटाने के लिये काम करे। हम कहते रहें कि टिकटलैस ट्रैवलिंग होता है और उसको हटाया जाए, इस तरह तो यह नहीं हटेगा ।

मीटर गेज के लिए एक माननीय सदस्य ने कहा कि उसके लिए एक खास सेक्शन होना चाहिए । मैं नहीं समझती कि खास सेक्शन बनाने से क्या फायदा होगा, क्योंकि एक अलग सेक्शन बन जाता है तो दूसरे लोग समझते हैं कि उस सेक्शन वाले ही इस काम को करें। सारा तंत्र उसमें इंटरेस्ट नहीं लेता । मेरी तो रिक्वेस्ट है कि खास कर सौराष्ट्र में सारी की सारी लाइन मीटर गेज की है, मैं यह तो नहीं कहती कि उसमें इन १३ सालों में कोई सुधार नहीं किया गया और कोई एमेनिटी नही बढ़ी, —लेकिन उस तरफ खास ध्यान देना चाहिए, और वहां ज्यादा ट्रेने बढ़नी चाहिए । हमने जनता गाड़ी के लिए तो बार-बार मांग की है कि बम्बई के लिए और अहमदाबाद के लिए हम को जनता गाड़ी दी जाए । उसके बारे में माननीय मंत्री सोचें ऐसी मेरी प्रार्थना है ।

थर्ड क्लास के पैसिंजर्स के लिए जो हुआ है उस के लिए मैं धन्यवाद देती हूं । पहले से उन्नति हुई है यह तो हमें स्वीकार करना पड़ेगा । लेकिन हमें देखना होगा कि इस दिशा में हम कहां तक सफल हुए हैं । जो जनता ट्रेने चली हैं उनसे भी फायदा हुआ है । कभी-कभी तो उन जनता ट्रेनों में बड़ा ट्रैफिक भी नहीं होता । बम्बई दिल्ली का हमारा अनुभव है । मगर जो कुछ हुआ है वह सही है और आगे भी होना चाहिए । मगर एक बात कहने में मुझे रंज होता है कि जो स्टाफ है, जो स्टेशन का स्टाफ है और जो आपरेशनल स्टाफ है, उनकी नजर थर्ड क्लास पैसिंजर्स की तरफ बहुत कम है । जहां स्टेशन आता है तो वह हम जैसे फर्स्ट क्लास के पैसिंजरों के पास चले जाते हैं । थर्डक्लास के डब्बे गन्दे रहते हैं । जहां से वह चलते हैं वहां से लेकर जब तक टरमिनस नहीं आता उनकी सफाई नहीं की जाती । अगर दो तीन दिन का सफर होता है जैसे हवड़ा से दिल्ली तक का तो इस बीच में उन डिब्बों की सफाई का कोई इन्तिजाम नहीं होता है । इसके लिए आप खास स्टाफ रखिए । बड़े स्टेशनों पर फर्स्ट क्लास के डब्बों की सफाई का तो प्रबन्ध होता है लेकिन तीसरे दरजे के डब्बों की सफाई नहीं की जाती । इसका खास प्रबन्ध हो यह मेरी आप से प्रार्थना है ।

कभी-कभी तीसरे दरजे के यात्री बहुत लगेज लेकर चलते हैं और उन को ब्रेकवान में नहीं रखते । मगर इसका कारण क्या है ? इसका कारण यह है कि ऐसा करने से उतरते वक्त उन सामान को लेने में उनका बहुत समय लगता है और उनको इस से बड़ी तकलीफ होती है । जो अनजान लोग होते है वे सोचते हैं कि ब्रेक में सामान रखने से जाने क्या हो क्या न हो,

उनको डर रहता है । वे बड़े से बड़े लगेज अपने साथ लेकर चलते हैं और उसको दरवाजे के पास रख देते हैं जिस से रास्ता ब्लाक हो जाता है । मैं समझती हूं कि इस तरफ खास ध्यान देना चाहिए ।

पंखों के बारे में मुझे यह कहना है कि यह सही है कि पंखे पहले से ज्यादा बढ़े हैं लेकिन अभी काफी नहीं हैं । थर्ड क्लास में एक कारीडर में एक दो पंखे होने चाहिए जिस से कि लोग गरमी में आराम से बैठ सकें ।

आखिर में मैं एक बात कहना चाहती हूं जो कि जनरल नेचर की है । हम कहीं भी चले जाएं हम देखते हैं कि रेलवे की अलग ही कालोनी बनी होती है । जो मकान बनाये जाते हैं, जो स्टेशनों के अस्पताल होते हैं, जो स्कूल होते हैं उनकी सूरत इस तरह की होती है कि उनको देख कर यह नहीं लगता कि इनका हमारे देश के साथ नाता है । आज हम गरीबों से सेक्रीफाइस करने के लिए आह्वान कर रहे हैं । लेकिन जब लोग एक तरफ इन चीजों को देखते हैं तो उन के दिल में सैक्री फाइस करने की भावना नहीं जागती । रेलवे का तंत्र ऐसा है कि इस का छोटे से छोटे गांव से लेकर बड़े से बड़े शहरों से सम्बन्ध है । इस के बड़े बड़े अस्पताल हैं । ठीक है अस्पताल तो होने ही चाहिए, मगर उन को बनाने में इकानामी करनी चाहिए और उनका रूप ऐसा होना चाहिए, कि जिस से लोगों के दिल में ऐसी बातें पैदा न हों कि क्या बना रहे हैं । लोग सोचते हैं कि हम को तो टैक्स करते हैं—इस बार टैक्स नहीं लगाया है लेकिन आगे लगा न पड़ेगा ।

मैं जानती हूं कि अगर हम को आगे बढ़ना है तो टैक्स लगाना होगा । लेकिन हमारी कारंवाई ऐसी होनी चाहिये कि लोगों के दिल में ऐसी भावना पैदा न हो कि हमें नहीं देना चाहिए । यह ठीक है कि अगर हम ज्यादा एमेनिटीज चाहते हैं तो हमको टैक्स देना पड़ेगा । मगर आजकल जिस तरह से हमारा काम चल रहा है उस से मैं बहुत नाराज हूं । मैं माननीय मंत्री जी से प्रार्थना करना चाहती हूं कि यद्यपि ये सब छोटी-छोटी बातें हैं लेकिन इनका साइकालाजीकल इफेक्ट बहुत बड़ा होता है । तो इस ओर उन को देखना चाहिए ।

मंत्रालय ने और रेलवे ने जो काम किए हैं उस के लिए धन्यवाद देती हूं, और साथ-साथ यह भी कहती हूं कि ज्यादा नया काम बनाना मुश्किल नहीं है, वह हो सकता है, बड़े बड़े प्लान पूरे किए जा सकते हैं, मगर उस काम को कंसालीडेट करने की आवश्यकता है । और लोगों के मन में भावना पैदा करना यह भी डिमाक्रेसी में हमारा काम है । यह भी हमारे एडमिनिस्ट्रेशन को सीखना चाहिए । इसकी आवश्यकता है ।

श्री वाजपेयी : सभापति जी, इस बात से इन्कार नहीं किया जा सकता कि पिछले वर्ष में भारतीय रेल व्यवस्था ने अनेक दिशाओं में उल्लेखनीय प्रगति की है । चल स्टाक तथा अन्य उपकरणों की दृष्टि से देश को आत्म निर्भर बनाने में, दुर्घटनाओं को घटा कर रेलवे यात्रा को अधिक सुरक्षित करने में, गंगा, गंडक और ब्रह्मपुत्र के ऊपर पुलों के निर्माण द्वारा और तीसरे दर्जे के यात्रियों की सुविधाओं में वृद्धि के प्रयत्नों से प्रगति की एक तस्वीर हमारे सामने आती है ।

लेकिन तस्वीर का एक दूसरा पहलू भी है जिसकी ओर हमें ध्यान देना होगा । दूसरी पंचवर्षीय योजना में जो लक्ष्य निर्धारित किए गए थे रेलवे मंत्रालय उन्हें पूरा नहीं कर सका, फिर वे लक्ष्य चाहे दोहरी लाइन बिछाने के हों या बिजली

[श्री बाजपेयी]

करण के इलेक्ट्रिफिकेशन के । इस सम्बन्ध में जो भी प्रयत्न हुए हैं वे लक्ष्यों से बहुत कम हैं ।

ब्राडगेज वैगन्स के निर्माण का लक्ष्य भी पूरा नहीं किया जा सका है, और सब से बड़ी बात तो यह है कि दूसरी योजना के अन्तर्गत यात्रियों की संख्या में वृद्धि का जो अनुमान लगाया गया गलत साबित हुआ है । यात्रियों की संख्या अधिक बढ़ी है । रेलवे प्रशासन को इस संबंध में सही अनुमान लगाने चाहिएं । जहां तक तीसरी योजना का सवाल है, उस में भी यात्रियों की संख्या में वृद्धि होने का जो अनुमान लगाया गया है वह वर्तमान लक्षणों से कम जान पड़ता है और रेलवे मंत्रालय का काम है कि बढ़ती हुई यात्रियों की संख्या का ठीक अनुमान लगा कर उसकी यातायात के लिए समुचित व्यवस्था करे ।

हमारे देश में रेल परिवहन और रोड परिवहन के बीच में जो विवाद चल रहा है, उस में भी, यह कहते हुए भी कि हम समन्वय करना चाहते है, अभी तक कोई समुचित व्यवस्था नहीं की जा सकी है ।

13.19 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

नियोगी कमेटी ने जो सिफारिशें की है उन पर गम्भीरता से विचार होना चाहिए, यद्यपि कोई भी इस बात को स्वीकार नहीं करेगा कि हम रेल और रोड परिवहन को प्रतिस्पर्धा करने की खुली छूट देवें । दोनों व्यवस्थाओं का राष्ट्र के हित की दृष्टि से समन्वय करना होगा । लेकिन एक बात हम नहीं भूल सकते कि दुनिया के सभी देशों में रेल्वे ट्रांस्पोर्ट के ऊपर रोड ट्रांस्पोर्ट हावी होता रहा है । धीरे धीरे यात्री यदि उन्हें माल ले जाना और पहुंचाना है तो वह रेल को छोड़ कर रोड ट्रान्सपोर्ट की ओर आकर्षित हो रहे हैं और इसके कारण भी हैं जिनसे कोई इंकार नहीं कर सकता ।

यदि हम दूसरे देशों के आंकड़े देखें तो अमरीका में एक मील के ऊपर ४३ मोटर लारियां हैं । फ्रांस में यह संख्या २२ है । यूनाइटेड किंगडम में २१ और भारत में यह संख्या अभी ३ है । अमरीका में तो रेल ट्रान्सपोर्ट का विकास एक तरह से बिलकुल बंद हो गया है और उसका स्थान रोड ट्रान्स-पोर्ट लेता जा रहा है । वैसे भी हम देखें तो जितना रुपया रेलों के विस्तार में लगता है बदले में उसका उतना भुगतान नहीं मिलता और यह बात जो मैं कुछ आंकड़े पेश करने वाला हूं उनसे सिद्ध हो जायगी । सन् १९४७–४८ में भारतीय रेलों का माइलेज ३३९८५ था जोकि सन् ५८–५९ में बढ़ कर ३५०८१ मील हो गया अर्थात् १ फीसदी बढ़ गया है किन्तु उसकी तुलना में अगर हम कैपिटल ऐट चार्ज और वर्किंग एक्सपेंडीचर के हिसाब से देखें तो १९४७–४८ में जो ७४२ करोड़ रुपया था वह ५८–५९ में १३८२ करोड़ रुपया हो गया, ८४ फीसदी की वृद्धि हो गई और वर्किंग एक्सपेंडीचर तो ११० फीसदी बढ़ गये ।

रेणुका रे कमेटी के अनुसार सरकार जो रेलों के द्वारा सस्ती दर पर इस्पात ओरस का यातायात करती है उसकी वजह से रेलवे को घाटा होता है । मैं नहीं समझता कि रेलवे सरकारी माल को ढोने के लिए कम दर दे इसकी कोई आवश्यकता नहीं है । जिस दर से औरों से वसूल किया जाता है उसी दर पर सरकारी माल को भी ढोना चाहिए और अगर उससे कहीं घाटा होता है तो फिर वह घाटा कुल मिला कर सरकारी घाटे के रूप में दिखाया जाना चाहिए । रेलवे को मजबूर किया जाय कम दर पर माल ढोने के लिए और फिर रोड कम्पटीशन में रेलवे टिक न सके यह स्थिति हमारे लिए अच्छी नहीं है ।

उपाध्यक्ष महोदय, रेलवे मंत्री महोदय ने अपने भाषण में कर्मचारियों की हड़ताल का उल्लेख किया है । निस्संदेह हड़ताल बड़ी दुर्भाग्यपूर्ण थी । वह अब समाप्त हो गई है लेकिन उसके दुष्परिणामों को अभी भी ठीक तरीके से सुधारा नहीं जा सका है । रेलवे मंत्री जी ने और रेलवे प्रशासन ने जो दृष्टिकोण अपनाया है वह बड़ा उदार है और वह यह कि जिन्होंने हिंसा नहीं की तोड़फोड़ नहीं की उन्हें दंड नहीं मिलना चाहिए । "ग्रौस मिसबिहेवियर" की जो अभी परिभाषा की गई है वह भी कर्मचारियों के हित में है लेकिन खेद की बात यह है कि रेलवे बोर्ड से जो भी आदेश जाता है उसका उनके नीचे के कर्मचारियों द्वारा ठीक तरीके से पालन नहीं किया जाता है ।

मैं लखनऊ की बात जानता हूं । वहां कोई हिंसा नहीं हुई, कोई तोड़फोड़ नहीं हुई मगर कर्मचारियों को नोटिस दिये जा रहे हैं और बड़े अजीब ढंग से नोटिस दिये जा रहे हैं । ऐसे भी कर्मचारी हैं जिन्होंने हड़ताल में भाग नहीं लिया और जो हड़ताल के दिनों में काम करते रहे । जब हड़ताल खत्म हो गई तो उसके सात दिन बाद उनको "कारण बताओ" नोटिस दिया गया । एक कर्मचारी तो ऐसा है जो हड़ताल के दिनों में काम पर था जो यूनियन का सदस्य नहीं है डेलीगेट नहीं है मगर उसे राइवल यूनियन की शिकायत पर पहले गिरफ्तार करा दिया गया। अब चूंकि पुलिस में उसके खिलाफ कोई मामला नहीं था इसलिए वह छोड़ दिया गया । ६१ दिन बाद उसको फिर से काम पर लिया गया मगर लखनऊ से उसको बीकानेर भेज दिया गया । एक ऐसा भी उदाहरण है जिसमें एक कर्मचारी पर आरोप लगाया गया है कि उसने १० जुलाई को काम नहीं किया और दूसरों को भी काम नहीं करने दिया । जब उसके मामले में जांच होने लगी और गवाहियां सामने आईं तो पता चला कि १० जुलाई को तो इतवार था और उस दिन तो वर्कशाप बंद था और इसलिए उस दिन उसके काम करने या न करने और दूसरों को काम करने या न करने देने का सवाल ही नहीं उठता । जब यह चीज मालूम हुई कि चार्जशीट में १० जुलाई की तिथि गलत लिखी है क्योंकि उस दिन इतवार था तो चार्जशीट को वापिस लेने के बजाय उस तारीख को चार्जशीट में बदल दिया गया । एक कर्मचारी के खिलाफ १७-११-६० को शिकायत की गई है और शिकायत यह की गई है कि उसने ११-७-६० को एक सभा में भाग लिया । अब अगर उसने ११ जुलाई को सभा में भाग लिया था तो उसकी शिकायत १७-११-६० को तो नहीं होनी चाहिए थी और फिर रेलवे बोर्ड का सरकुलर है कि सभा में भाग लेना यह कोई जुर्म नहीं है । रेलवे मंत्री ने बड़े उदार होकर अपना यह निर्देश दिया है मगर पता नहीं कि लखनऊ के डिवीजनल सुपरिनटेंडेंट कैसे हैं कि उन निर्देशों का ठीक तरीके से पालन नहीं कर रहे । मेरा निवेदन है कि रेलवे मंत्री जी किसी भी कर्मचारी की नौकरी ली जाय, इससे पहले वे हर एक मामले को खुद मंगा कर देखें । इनको कष्ट तो होगा । उनके ऊपर व्यस्तता बहुत है मगर जहां तक कर्मचारियों की रोटी और रोजी छिनने का सवाल है वहां छोटे अधिकारियों के भरोसे उनकी तकदीर का फैसला छोड़ देना यह शायद ठीक नहीं होगा ।

अभी २४ फरवरी को लखनऊ की कैरिज एंड वैगेंस वर्कशाप में कुछ गड़बड़ हो गई । कुछ आपस में रेलवे प्रोटेक्शन फोर्स के साथ झगड़ा हुआ । अब दोनों तरह की बातें कही जाती हैं लेकिन मेरा निवेदन है कि अगर कोई झगड़ा हुआ था तो उसमें पुलिस को बुलाने की आवश्यकता नहीं थी । डिसिप्लिनरी कार्यवाही की जा सकती थी लेकिन नीचे के अधिकारी अगर घुले हुए हैं वातावरण बिगाड़ने पर तो यह बड़े दुर्भाग्य की बात है । रेलवे मंत्री महोदय का कर्तव्य है कि इस सम्बन्ध में रेलवे अधिकारियों की तम्बीह करें, उन्हें चेतावनी दें और जिनके साथ न्याय किया जाना चाहिए उनके साथ न्याय करें ।

[श्री वाजपेयी]

रेलवे मंत्री ने अपने भाषण में खान पान व्यवस्था के बारे में कहा है, डिपार्टमेंटल केटरिंग की बात कही है। उस सम्बन्ध में मैं उनसे स्पष्टीकरण चाहूंगा और वह घाटे वाली बात है। अपने भाषण में उन्होंने कहा है कि १९५८-५९ में खानपान का सीधा घाटा ११ लाख रुपया था जो घट कर १९५९-६० में लगभग ४ लाख रुपया रह गया। सन् १९६०-६१ में घाटे का अनुमान लगभग ४ लाख रुपया है। इस सम्बन्ध में मैं उनका ध्यान पबलिक एकाउंट्स कमेटी की २१वीं रिपोर्ट की ओर आकर्षित करना चाहता हूं जिसमें यह कहा गया है कि १९५७-५८ में २१ लाख ९८ हजार रुपया घाटा था; ५८-५९ में यह घाटा १८ लाख १६ हजार रुपया था और सन् ५९-६० के सम्बन्ध में इस रिपोर्ट का कहना है कि १८ लाख ३८ हजार रुपये का घाटा हुआ। मैं यह समझने में असमर्थ हूं कि रेलवे मंत्री जी द्वारा दिये गये आंकड़े सही हैं या पबलिक एकाउंट्स कमेटी ने जो यह आंकड़े उपस्थित किये हैं वे सही हैं? किन आंकड़ों को सही माना जाये रेलवे मंत्री जी अगर प्रकाश डालें तो बड़ा अच्छा होगा। लेकिन एक बात मैं कहना चाहता हूं कि डिपार्टमेंटल केटरिंग के घाटे का जो अनुमान लगाया जाता है तो वह अनुमान सही नहीं है और जो आंकड़े उपस्थित किये जाते हैं वे भ्रमपूर्ण हैं क्योंकि जो घाटा होता है उसमें अगर सरकार या डिपार्टमेंट की तरफ से भोजन की व्यवस्था की जाती और वह भोजन व्यवस्था किसी ठेकेदार को सौंप दी जाती तो उससे जो लाइसेंस फीस ली जाती उससे जो सेल्स टैक्स लिया जाता उससे जो बिजली के पानी का खर्चा वसूल किया जाता वह इस घाटे में शामिल नहीं किया जाता। इस घाटे में इस बात को को भी शामिल नहीं किया जाता कि जब से डिपार्टमेंटल केटरिंग हाथ में ली गई है तो जिन भावों पर जिन दामों पर पहले यात्रियों को खाने पीने की चीजें मिलती थीं उनके दाम बढ़ा दिये गये हैं। और इससे यात्रियों को कष्ट है। पहले कहा गया था कि हम डिपार्टमेंटल केटरिंग को नो-प्राफिट नो-लास बेसिस पर चलाना चाहते हैं। मगर नो-प्राफिट नो-लास बेसिस पर चलाने का मतलब क्या यह है कि यात्रियों को खाने के लिए मिलने वाली चीजों के दाम बढ़ा दिये जायें? मैं डिविजंज के अलावा कुछ दामों की तालिकायें आपके सामने रखना चाहता हूं। जब तक प्राइवेट बैंडिंग था तो जो पूरी थी वह डेढ़ रुपये सेर बिकती थी। लेकिन जब से डिपार्टमेंटल केटरिंग हुआ है, पूरी का दाम दो रुपया सेर कर दिया गया है। जलेबी डेढ़ रुपया सेर थी, उस का दाम दो रुपया सेर कर दिया गया है। दूध ७५ नए पैसे सेर बिकता था, आजकल ८७ नए पैसे हो गया है। पेठा एक रुपया ५० नए पैसे सेर बिकता था, उसका दाम अब दो रुपया सेर कर दिया गया है। यात्रियों से अधिक पैसा लेकर यह दावा करना कि डिपार्टमेंटल केटरिंग घाटे में नहीं चल रहा है क्या ठीक होगा? आखिर को यदि गवर्नमेंट खान-पान की व्यवस्था को विभाग द्वारा करना चाहती है तो उसका अन्तिम लक्ष्य यात्रियों को उचित दामों पर अच्छी चीजें देना है। मगर चीजों के दाम तो पहले ही बढ़ा दिये गये हैं, अच्छी चीज दी जाती है या नहीं, इस पर भी थोड़ा सा विचार कर लिया जाना चाहिये।

अभी यह नियम बनाया गया है कि डिपार्टमेंटल केटरिंग जो भी होता है उससे हाकर्स को या बैंडमें को, जो चीजें भी दी जायें, वे नकद, कैश मेमो काट कर दी जायें, उनको वापिस न लिया जाए। खाने पीने की चीजें अगर बिकती नहीं हैं तो हाकर्ज वही चीजें दूसरे दिन बेचा करते हैं। प्राइवेट केटरिंग होता था तो चीजों को जो बिकती नहीं थीं, वापिस ले लिया जाता था। जो काम करने

वाले हैं उनके भी भोजन की व्यवस्था ठीक नहीं है और खान-पान की सामग्री की दृष्टि से आप देखें, मूल्यों की दृष्टि से आप विचार करें तो आपको पता चलेगा कि यात्रियों के लिए यह डिपार्टमेंटल केटरिंग कोई फायदे की चीज नहीं रही है । जो कमेटी बनी थी, उसने सिफारिश की थी कि दोनों पद्धतियां साथ साथ चलनी चाहियें, साइड बाई साइड चलनी चाहियें । मैं नहीं समझता कि साइड बाइसाइड का मतलब यह है कि एक आगरे में और एक टूंडला में चलनी चाहिये । क्या यह संभव नहीं है कि एक ही स्थान पर दोनों प्रकार की व्यवस्थायें चलने दी जायें ? जहां सहूलियतें नहीं हैं वहां सरकार खान-पान के इंतिजाम को अपने हाथ में ले, इसका कोई औचित्य नहीं है । जो घाटा हो रहा है वह जनता से टैक्सों के रूप में वसूल किया जाता है । चीजों के दाम बढ़ गये हैं, सेवा करने की उतनी भावना नहीं है क्योंकि मुनाफा मिलने की उतनी आशा नहीं है और इसके बावजूद जब डिपार्टमेंटल केटरिंग होता है तो उसके लिए फ्री पास दिये जाते हैं, दिल्ली आ सकते हैं, यहां से सामान ले जा सकते हैं । रेलों को और भी प्रकार से खर्चे करने पड़ते हैं, लाइसेंस फी का घाटा होता है, सेल्ज टैक्स नहीं मिलता है । इस सब के बावजूद भी यह व्यवस्था घाटे में चल रही है । मैं निवेदन करना चाहता हूं कि यह घाटे के जो आंकड़े दिये गये हैं, ये सही आंकड़े नहीं हैं । डिपार्टमेंटल केटरिंग के विस्तार की आवश्यकता नहीं हैं, जहां यह चालू हैं, वहां इसको सफल करके आपको दिखाना चाहिये डिपार्टमेंटल केटरिंग से पहले जो पुराने दूकानदार थे, काम करने वाले थे, वे बेकार हो गये हैं, उनमें से जो छोटे लोग थे, वे भी बेकार हो गये हैं और उनको बसाने की कोई व्यवस्था नहीं की गई है । मैं ऐसे उदाहरण जानता हूं कि जहां पर चार चार स्टेशनों पर एक ही केटरर काम कर रहा है, मगर वे दूसरे लोग थे, जो पुराने लोग थे, वे बेकार बैठे हैं । उनको बसाने की कोई व्यवस्था नहीं की गई है । मेरा निवेदन है कि डिपार्टमेंटल केटरिंग आज की स्थिति में विस्तार का विषय नहीं होना चाहिये । और जो आंकड़े दिये जाते हैं उनमें दाम बढ़ने से और सरकार को मिलने वाला रुपया न मिलने से जो घाटा होता है, उसका भी विचार होना चाहिये ।

उपाध्यक्ष महोदय, इस वाद-विवाद के अन्तर्गत अनेक क्षेत्रीय मांगें रखी गई हैं । मैं अपने क्षेत्र की बात नहीं कहता । किन्तु जम्मू तक रेलवे लाइन का विस्तार होना चाहिये । यह बड़ा आवश्यक है । मैं आशा करता था कि रेल मंत्री जी अपने बजट भाषण में इस सम्बन्ध में कोई घोषणा करेंगे, लेकिन उन्होंने ऐसा नहीं किया है । सुरक्षा की दृष्टि से हम देखें या जम्मू काश्मीर को भावना की दृष्टि से शेष भारत के अधिक निकट लाने की दृष्टि से देखें, यह काम अविलम्ब हाथ में लिया जाना चाहिये । चंडीगढ़ को भी मेन लाइन पर लाने की आवश्यकता है । समाचारपत्रों से ज्ञात होता है कि प्रधान मंत्री जी ने इस सम्बन्ध में कोई आश्वासन दिए हैं । मैं जानना चाहता हूं कि स्थिति क्या है । अभी हमारे सुरक्षा मंत्री जी ने घोषणा की थी कि चंडीगढ़ को बड़ा अड्डा बनाया जायेगा उस पर्वतीय क्षेत्र में सड़कों का विस्तार करने के लिए । चंडीगढ़ के बढ़ते हुए महत्व को देखते हुए यह आवश्यक है कि चंडीगढ़ को मेन लाइन पर लाया जाये ।

उसी तरह से कानपुर और झांसी के बीच जो कौंच नामक स्टेशन है और जहां से एक इंजन के साथ दो डिब्बे जाते हैं और शाम को वापस आते हैं, उसको भी मेन लाइन पर लाने का अगर विचार किया जाए तो यह कोई बड़े घाटे की चीज नहीं होगी । पहले इसका सर्वे किया भी गया था और इस को कर देने से कोई बहुत लम्बा चक्कर नहीं पड़ेगा । अगर मेन लाइन को कौंच में से निकाल दिया जाए तो लाभ वाली चीज होगी । कौंच एक बड़ी मंडी है और इससे उस क्षेत्र

[श्री बाजपेयी]

का विकास होगा । वैसे भी बुंदेलखंड एक पिछड़ा हुआ इलाका है और कौंच को मेन लाइन पर लाकर उसके विकास में आप सहायक हो सकते है । मैं चाहता हूं कि इस ओर भी माननीय मंत्री जी ध्यान दें ।

वेतन आयोग ने जो सिफारिशें की थीं, उन्हें भी पूरी तरह से कार्यान्वित नहीं किया गया है । कुछ श्रेणियां ऐसी है जिनको असन्तोष है । रेलवे मंत्री जी उनके असन्तोष से परिचित नहीं है, ऐसी बात नहीं है । किन्तु उस असन्तोष को दूर करने के लिए कोई सक्रिय पग नहीं उठाया गया है । आठ हजार से अधिक स्टेशन मास्टरों और सहायक स्टेशन मास्टरों ने रेलवे बोर्ड को एक स्मृति-पत्र भेज कर व्यक्तिगत रूप से यह मांग की है कि उन पर जो कार्य-भार है, वह उन्हें मिलने वाले वेतनों से बहुत अधिक है । अगर उन्हें यही वेतन दिया जाना है और यही सुविधायें दी जानी है, तो वे चाहते है कि अच्छा हो उन्हें और कोई काम दे दिया जाए । मैं जानता हूं कि उनकी मांग को रेलवे मंत्रालय के लिये स्वीकार करना सम्भव नहीं होगा । किन्तु किन परिस्थितियों में वे काम करते हैं और कितने असन्तोष पर वे पहुंच गये हैं कि जहां नैराश्य और उदासीनता उन्हें इस हद तक जाने के लिये तैयार कर रही है, इसका अनुभव आप इसी से कर सकते हैं । मैं चाहता हूं कि उनके सम्बन्ध में सहानुभूति के साथ विचार करना चाहिये ।

अब आप व्हिटले काउंसिल बनाने वाले हैं । कर्मचारियों के संगठनों की मान्यता जो वापस ले ली गई है वह मान्यता किसी न किसी रूप में वापिस करनी पड़ेगी । मैं चाहता हूं कि रेल मंत्री जी इस पर विचार करें कि क्या पोस्ट एंड टेलीग्राफ की तरह से रेलवे में भी श्रेणियों के अनुसार संगठनों को मान्यता देना क्या अधिक उपयोगी नहीं होगा ? अभी जो भी कर्मचारियों के संगठन होते हैं, ट्रेड यूनियंज होती हैं, उनमें वर्कशापों के लोग प्रभुत्व जमा लेते हैं । चूंकि वे संख्या में अधिक होते हैं, इस वास्ते लोकतंत्र में यह स्वाभाविक सी चीज है । मगर उसके कारण और जो श्रेणियां हैं, उनके हितों का ठीक तरह से प्रतिनिधित्व नहीं होता । जब हम पुनर्गठन का विचार कर रहे हैं तो इस बात का भी विचार होना चाहिय कि क्या कर्मचारियों को प्रतिनिधित्व देने की पद्धति में इस प्रकार का परिवर्तन किया जाए अथवा नहीं जिससे कि सभी के हितों की रक्षा हो सके और सभी के हितों को प्रतिनिधित्व मिल सके ?

एक आखिरी बात कह कर मैं समाप्त कर दूंगा । कर्मचारियों की शिकायत है कि उन्हें जो सिली सिलाई वर्दियां दी जाती है, व उनके शरीर के माप के अनुसार ठीक नहीं आतीं । क्योंकि वर्दियां थोक में से लाई जाती है और कर्मचारियों का निर्माण थोक में नहीं होता, यह स्वाभाविक ही है कि व वर्दियां उनके शरीर में फिट न आयें । उन वर्दियों को कर्मचारीगण कटवाते है, छंटाते हैं और अपने शरीर के अनुसार बनवाते हैं । क्या रेल मंत्री जी के लिए यह संभव नहीं है कि वह कर्मचारियों को कीमत दे दें या कपड़ा दे दें और वे अपने आप उनको सिलवा लें । सिलाई व अपनी तरफ से देने के लिये तैयार हैं । लेकिन उनको सिलाई पर खर्च करने के लिए मजबूर किया जाए यह ठीक नहीं है । वे कहते हैं कि हमको दुबारा सिलाई कराने में खर्च करना पड़ता है, इससे अच्छा यही है कि हमें आप कपड़ा दे दिया दीजिय और हम उसको खुद सिलवा ले । मगर आप उनको कपड़ा दें, सिलाई के पैसे दें ताकि वे अच्छी वर्दियां सिलवा कर चुस्त बन कर रेल मंत्री जब जाते हैं, उनका स्वागत करें न कि किसी ढीली वर्दियों में जिनमें कि वे अच्छे दिखाई नहीं देते हैं । मैं चाहता हूं कि इस बारे में भी थोड़ा सा विचार होना चाहिये ।

Mr. Deputy-Speaker: A number of hon. Members are yet to speak. Now, I have to call some Members from the Congress side. Therefore, the Opposition Members should have to wait for a little while—at least an hour and a half.

श्री बीरबल सिंह (जौनपुर) : उपाध्यक्ष महोदय, दूसरे माननीय सदस्यों की तरह मैं भी रेल मंत्री महोदय को बधाई देना चाहता हूं कि रेलवे के उद्योग को, जो कि हमारे देश का सब से बड़ा उद्योग है और जिसमें हमारे देश की साढ़े पन्द्रह अरब पूंजी लगी हुई है और जिससे साढ़े ग्यारह लाख के करीब परिवारों की जीविका चलती है । उन्होंने सुव्यवस्थित ढंग से और सुचारू रूप से चलाया है । पिछले दस वर्षों के अन्दर हमारा यह उद्योग काफी प्रगति कर चुका है । देश में स्वतन्त्रता के बाद रेलों की दशा बड़ी ही जर्जर थी । कई तरह की समस्यायें थीं, युद्ध के जमाने में कई वर्षों से एंजिन नहीं आ सकते थे, पुर्जे नहीं आ सकते थे, नई रेलें नहीं लगाई जा सकती थीं, जिससे यह उद्योग बड़ी बुरी दशा में था । एक बहुत बड़ी समस्या पुनर्वास की थी, दूसरे पाकिस्तान के अलग हो जाने से हमारी रेलें बिल्कुल छिन्न भिन्न हो गई थीं । उस वक्त आसाम से सम्बन्ध टूट गया और जम्मू से सम्बन्ध टूट गया । यह सब कार्य हमारे इस विभाग ने बड़े परिश्रम से और बड़ी तत्परता से किया । इस के लिये यह बधाई का पात्र है ।

पुनर्वास का कार्य इतना बड़ा था कि पहली पंचवर्षीय योजना में लगभग ४२३ करोड़ रु० व्यय हुआ और द्वितीय पंचवर्षीय योजना में ११२१ करोड़ रु० व्यय हुआ । लेकिन फिर भी पुनर्वास का काम अभी तक पूरा नहीं हो सका है । इसके अतिरिक्त और भी नई लाइनों का प्रश्न था । आसाम के साथ हमारा सम्बन्ध जोड़ने के लिये आसाम रेलवे लिंक बनाई गई, जम्मू कश्मीर का जो रास्ता बन्द हो गया उसके लिये नई रेल लाइन बनानी पड़ी, कराची का जो बन्दरगाह निकल गया उसकी जगह कांडला बन्दरगाह नया खोलना पड़ा और उसके लिये डीसा कांडला लिंक बनानी पड़ी । इस तरह से नई रेल लाइन भी करीब ३८० मील के बनीं । लड़ाई के जमाने में बहुत सी लाइनें उखाड़ दी गई थीं । उनमें से ४३० मील लम्बी लाइनें भी बनाई गईं । लेकिन अब भी कुछ लाइनें ऐसी हैं जो उखाड़ी गई थीं लेकिन अभी तक बन नहीं सकी । उनमें से एक लाइन उत्तर प्रदेश में अकबरपुर से टांडा को जाती थी । वह लाइन उस समय उखाड़ दी गई थी । गत वर्ष के बजट में मैंने यह देखा था कि कुछ रुपया उसके लिये रक्खा गया था, लेकिन अब तक उसके ऊपर कोई कार्य नहीं हुआ है । इस लाइन को फिर से बनाना चाहिये क्योंकि वह बहुत जरूरी है ।

नई रेलवे लाइनें जो बनी हैं वे ज्यादातर जो इस्पात के नये कारखाने बने हैं वहां पर सामान पहुंचाने के लिये और वहां से सामान भेजने के लिये ही बनी हैं । और भी कुछ लाइनें बनाई गई हैं, जैसे एक खण्डवा हिंगोली तक जिससे उत्तर की छोटी लाइन और दक्षिण की छोटी लाइन का सम्बन्ध स्थापित हो गया है । बड़ी प्रसन्नता की बात है कि उत्तर और दक्षिण की छोटी लाइनों का सम्बन्ध स्थापित हो गया है क्योंकि इससे बहुत आसानी होती है ।

हमारे देश में जो लाइनों की विभिन्नता है उससे भी बड़ी दिक्कत होती है । हमारे यहां २ फीट चौड़ी पटरी की लाइनें भी हैं, २ फीट ६ इंच की भी चौड़ी हैं । ३ फीट ६ इंच की हैं, ५ फीट ६ इंच की भी हैं । इस तरह से चार तरह की लाइनें हैं जिनकी वजह से माल वगैर के आने जाने में काफी कठिनाई होती है । अब कम से कम यह होना चाहिये कि जो नई लाइनें बनें वह बड़ी लाइनें ५ फीट ६ इंच की बनें, और धीरे धीरे जो तंग या छोटी लाइनें हैं उनको खत्म कर दिया जाय । इस दिशा में कुछ काम हुआ है

[श्री बीरबल सिंह]

और करीब ८७ मील लम्बी बारसोई से सिलीगुड़ी तक बनने जा रही है, बैजवाड़ा से मछलीपट्टम तक भी बनने वाली है । यह बड़ी प्रसन्नता की बात है और यह काम अवश्य होना चाहिये । धीरे धीरे एक ही तरह की लाइनें सारे देश में हो जायें ऐसा प्रयत्न करना चाहिये क्योंकि इससे काफी आसानी होती है । कई तरह की पटरियां होने से इस समय काफी दिक्कत हो रही है । इस तरह के काम जल्दी नहीं हो सकते, लेकिन इस तरफ ध्यान दिया जाना चाहिये कि धीरे धीरे ही सही लेकिन एक तरह की लाइनें कर दी जायें ।

जहां तक रेल मार्गों द्वारा परिवहन का और रोड द्वारा परिवहन का सम्बन्ध है, इसमें भी काफी प्रतिस्पर्धा चल रही है । लेकिन वास्तव में इसमें कोई प्रतिस्पर्धा की बात नहीं है । परिवहन का प्रश्न बड़ा जटिल है और रेलों के करने के लिये काफी काम है और रोड के लिये भी काफी काम है । इस सम्बन्ध में जो नियोगी कमेटी बनी थी और जिसने अपनी रिपोर्ट दे दी है, उसके अनुसार कार्य होना चाहिये । बड़े बड़े जो माल है वे रेलों द्वारा ही आ जा सकते हैं और छोटे सामान जो हैं वे रोड और मोटर के द्वारा आ जा सकते हैं । लेकिन रोड मार्ग से कुछ आमानी पड़ती है और रोड परिवहन जो बढ़ रहा है, उसका वास्तविक कारण यह है कि उसमें हमको काफी सुविधा प्राप्त होती है । रेलों के जरिये सामान जाने में देरी होती है । ठीक वक्त से सामान नहीं पहुंच पाता है । मोटर परिवहन से घर के दरवाजे पर सामान पहुंच सकता है । इस लिये रेल परिवहन और रोड परिवहन का इंटिग्रेशन होना चाहिये और उसका काम बढ़ाया जाना चाहिये ताकि दोनों के ही लिये काफी काम हो और दोनों का विकास हो सके ।

यह कहा गया है कि दूसरी पंचवर्षीय योजना में ११२१ करोड़ रु० खर्च हुआ । इस सम्बन्ध में जो फीज़िकल टार्गेट था वह पूरा नहीं हुआ । अगर इस को देखा जाय तो यह जरूर है कि कुछ चीजों में टार्गेट पूरा हुआ है और कुछ चीजों में कम रहा है । एंजिनों के मामले को लीजिये । हमारा टार्गट २१६१ एंजिन बनाने का था, वह करीब करीब पूरा हो गया है और पूरे एंजिन बने हैं । जहां तक सवारी डब्बों का सवाल है, ८८०० का टार्गेट था और ८५०० बने हैं । जहां तक मालगाड़ी के डब्बों का सवाल है, १ लाख ११ हजार का टार्गेट था और करीब १ लाख डब्बे आ गे है ।

रेल की पटरियों के नवीनीकरण का जहां तक सवाल है, वे बहुत घिस गई थीं और उस में भी काफी काम करना था । लेकिन द्वितीय पंच वर्षीय योजना में ८००० मील लम्बी लाइनों को रिन्यूअल का कार्यक्रम बनाया गया था । वह भी करीब करीब पूरा हो गया है । ७६०० मील लम्बी लाइनों को रिन्यू किया गया है और ८,२०० मील पटरी के स्लीपरों को भी दुरुस्त किया गया है । नई लाइनें करीब ८४२ मील लम्बी बनाने का टार्गेट था उस में से ८३३ मील बनी हैं । इसी तरह बिजली से चलने वाली रेलों की लाइनों के निर्माण का प्रश्न था । द्वितीय पंचवर्षीय योजना में १४०० मील लम्बी लाइनों के निर्माण का प्रश्न था, लेकिन उसमें से केवल ५०० मील बनी है । इस सम्बन्ध में कुछ सदस्यों ने यह आपत्ति भी की कि बिजली की लाइनें क्यों बनाई जायें । जिन स्थानों में कोयला काफी तादाद में मिलता है, वहां पर बिजली की लाइनों की कोई आवश्यकता नहीं है और वहां पर बिजली के एंजिन न चलाये जायें । जहां पर कोयला नहीं मिलता है वहीं पर बिजली की रेलें चलाई जायें और जहां पर कोयला मिलता है वहां पर रेलें कोयले से ही चलनी चाहियें । वास्तव में बिजली की जो लाइन बनी है वह कोई शौक

की चीज नहीं है जहां पर ट्रैफिक का जैसा जो घनत्व होता है उस के हिसाब से लाइनें चलाई जाती हैं। जहां पर इस्पात के कारखाने हैं और जहां पर बहुत सा सामान जाता है वहां ट्रैफिक बहुत अधिक है। वहां पर यह आवश्यक हो गया है कि बजाय भाप के इंजन के तथा डीजल के बिजली के एंजिन चलें। अगर इस तरह से नहीं किया जायेगा तो डेडलाक पैदा हो जायेगा। इसलिये बिजली की रेलों का चलाना ज्यादा लाभदायक है। इस को सब मानेंगे। रेल मंत्रालय ने १४०० मील लम्बी रेल लाइन बनाने की योजना बनाई थी, लेकिन केवल ५०० मील लम्बी लाइन बन सकी है। हावड़ा से मोगलसराय तक तथा बम्बई और मद्रास के पास, जहां पर कि ट्रैफिक का घनत्व अधिक है वहां रेलें बिजली से चलाई जा रही हैं। इस ओर अधिक ध्यान देने की आवश्यकता है। इस वास्ते द्वितीय पंच वर्षीय योजना में जो कार्य रह गया है, १,००० मील का जो कार्यक्रम रह गया है वह तीसरी योजना में पूरा किया जायेगा। द्वितीय पंच वर्षीय योजना में जो कार्यक्रम रक्खा गया था वह करीब करीब पूरा हो गया है। अब मैं कुछ स्थानीय बातों की तरफ भी रेलवे मंत्रालय का ध्यान दिलाना चाहता हूं। रेलवे के दो बड़े पुल एक गंगा का पुल मुकामा में और दूसरा गंडक का पुल यह दोनों बन कर तैयार हो गये हैं और तीसरे ब्रह्मपुत्र के पुल का भी निर्माण प्रारम्भ हो गया है और सन् १९६२ तक वह बन जायेगा। मुकामा और गंडक के पुल बन जाने से उत्तर बिहार और उत्तरी और पूर्वी उत्तर प्रदेश के लिये इस से बड़ी सुविधा हो गई है और इस से सामान के पहुंचाने में बहुत सुविधा हुई है।

मुगलसराय का जो यार्ड है जहां पर कि हजारों माल के डिब्बे प्रति दिन गुजरते हैं इस पुल के बनने से उस का भी भार कुछ कम हुआ है। लेकिन इसी के साथ साथ गाजीपुर में अगर एक पुल बना दिया जाये तो रेल की बड़ी और छोटी लाइंस के बीच में सम्बन्ध स्थापित हो जायेगा और उत्तर प्रदेश के उत्तरी हिस्से में सामान पहुंचाने में आसानी होगी इसलिये यह गाजीपुर में बनाया जाना बहुत आवश्यक है और रेलवे मंत्रालय को उस पर ध्यान देना चाहिये।

दूसरी चीज जो मैं कहना चाहता हूं वह यह है कि शाहगंज से मुगराबादशहपुर तक एक रेलवे लाइन बनाना आवश्यक है और वहां पर भी यह काम होना चाहिये।

रेलवे ऐमेनेटीज के लिय १५ करोड़ रुपया द्वितीय पंचवर्षीय योजना में रक्खा गया था। ३ करोड़ रुपया साल में खर्च होता है और उस बारे में भी मैं कुछ बातों की तरफ रेलवे मंत्रालय और मंत्री महोदय का ध्यान दिलाना चाहता हूं। यह अच्छी बात है कि कम से कम जो बड़े स्टेशन हैं डिस्ट्रिक्ट टाउन्ज के स्थान हैं उन के प्लेटफार्म्स पर करीब करीब हर एक पर शैड बनाये जा रहे हैं लेकिन दुर्भाग्य से जौनपुर रेलवे स्टेशन के प्लेटफार्म पर अभी तक शैड नहीं बन सका है इसलिय शैड वहां पर बनाना चाहिये। वहां गरमी में धूप लगती है और वर्षा काल में पानी गिरता है और उस के कारण यात्री लोग गरमी से पीड़ित होते हैं और बारिश में भीगते हैं इसलिय जौनपुर में शैड होना बहुत आवश्यक है।

इसी के साथ साथ मुझे यह कहना है कि एक छोटा स्टेशन खेतसराय का है जहां पर समीप ही काफी मेले लगते हैं, काफी वहां पर यातायात होता है। वहां पर स्टेशन पर केवल एक कमरा है और छोटा सा उस में बरामदा है। वहां पर मुसाफिरों के बैठने के वास्ते कोई जगह नहीं है। मेले के वक्त में तो हजारों आदमी वहां पर जाते हैं और जगह का ठीक इंतजाम न होने से यात्रियों को बड़ी कठिनाई होती है और असुविधा का सामना करना होता है। इस सम्बन्ध में मैं ने लिखा भी था और यह कहा गया था कि वहां पर एक मुसाफिरखाना जल्द बन जायेगा लेकिन अभी तक वह नहीं

[श्री बीरबल सिंह]

बना है और उस पर ध्यान देने की आवश्यकता है ।

मानी का स्टेशन बनाना चाहिये उन को क्लैग स्टेशन बनाने की आवश्यकता है । दूसरे जफराबाद और सुलतानपुर की जो रेलवे लाइन है उस में एक स्टेशन से दूसरे स्टेशन के बीच में ११, १२ मील का अन्तर है इसलिये सराहरखू में एक रेलवे स्टेशन बनाना चाहिये । बीच में तीन, तीन और ४, ४ मील पर भी स्टेशन बनाना आवश्यक है और इस दृष्टि से सराय हरखू का स्टेशन बहुत आवश्यक है और उस तरफ भी मैं रेलवे मंत्री महोदय का ध्यान दिलाना चाहता हूं ।

दूसरी चीज मुझे यह कहनी है कि रेलों के रवाना होने से पूर्व यह देख लिया जाया करे कि गाड़ी में सफाई का, पानी और बिजली वगैरह का ठीक इंतजाम है कि नहीं और जरूरत के अनुसार उस को करवाया जाये । अभी थोड़े दिनों की बात है कि पठानकोट एक्सप्रैस में मैं ने देखा कि जब गाड़ी पठानकोट से रवाना हुई और लखनऊ जब वह पहुंची तो वहां पर डिब्बों में रोशनी का बिल्कुल प्रबन्ध नहीं था । इस ओर मंत्रालय को देखना चाहिये । सफाई की भी व्यवस्था पूरी तरह संतोषजनक नहीं कही जा सकती । मेरा अनुभव है कि जब मैं तूफान एक्सप्रैस में जा रहा था तो फर्स्ट क्लास के डिब्बे में पाखाना पड़ा हुआ था और मालूम होता था कि कई दिनों से जमा पड़ा हो और वह बदबू कर रहा था और जिस के कारण उस कम्पार्टमेंट में बैठना मुश्किल हो गया था । इसलिये गाड़ी रवाना होने से पहले इन चीजों के बारे में देख लिया जाना चाहिये और जरूरत के मुताबिक उन को दुरुस्त कर दिया जाना चाहिये । कम से कम यह किसी की जिम्मेदारी होनी चाहिये जो कि गाड़ी रवाना होने से पहले यह देख लें कि सफाई वगैरह का इंतजाम ठीक है ।

Shri J. R. Mehta (Jodhpur): **Mr.** Deputy-Speaker, I wish to be excused if I begin by making a complaint, and it is rather a serious complaint. My complaint is that the railway administration has been cold-shouldering almost all the demands for new railway lines, coming from all quarters.

Mr. Deputy-Speaker: He might move forward if he wants to press them with much force.

Shri J. R. Mehta: That does not depend upon the distance between me and the Railway Ministry. It depends upon the force of conviction.

An hon. Member: If he comes forward he will be more audible.

Shri J. R. Mehta: I will try to speak louder.

I was saying that my complaint is that the railway administration has been cold-shouldering almost all demands from all quarters for new railway lines except, of course, those which are needed for the benefit of heavy industries we are setting up and for the movement of raw materials needed for those industries. Perhaps the House is aware that almost every State is laying stress on its requirements in the direction of new railway lines and almost every hon. Member of this House has some proposal or other to make, and these proposals have been put forward on the floor of the House from time to time. Things have come to such a pass that now probably most of the members do not think it worthwhile repeating those demands except as a vote-catching device.

I know what the reply of the hon. Railway Minister and the railway administration will be on this point. They will say that no one is more interested in having more railway lines than themselves but it is money which makes the mare go. They will say that the money which is being given to them by the Planning Commission is just sufficient to meet the

cost of the railway lines required for development of heavy industry and, therefore, they are helpless. This is, I think, correct to some extent. But with all my goodwill for the Railway Minister and the Railway administration I am not inclined to absolve them from all responsibility in this matter. The hon. Railway Minister is not here, but I think most hon. Members will agree with me that he is a valiant fighter who can manage things his own way and I do not see why if he uses his force and good offices he should not be able to get all the money that he requires from the Planning Commission. On page 14 of his address to this House he has the following observations to make on this point:

> "The provision for new lines is being reviewed in consultation with the Planning Commission. I am hopeful that it will be found possible to make a further allocation of funds, to meet the demands for new lines to be constructed on grounds of political, social and economic development in certain areas, more particularly in the South."

14 hrs.

I would only say that the House expects that he will come up to his reputation as a valiant fighter and that in doing so he will have the full support of this House. The issue is plainly one of the potency of the hon. Railway Minister matching

Mr. Deputy-Speaker: Not of the potency of his deputies?

Shri J. R. Mehta: They are included therein. The singular denotes the plural in this case.

The issue is plainly one of the potency of the hon. Railway Minister matching with the responsiveness or the intransigence, so to say, of the Planning Commission and I hope that the one will prevail over the other.

Mr. Deputy-Speaker: If the intransigence of the Planning Commission is matched against the potency of the hon. Railway Minister, we have to see who wins.

An Hon. Member: Impotency?

Shri J. R. Mehta: I said 'potency' and not 'impotency'.

Shrimati Ila Palchoudhuri (Nabadwip): The hon. Minister will win.

Shri J. R. Mehta: 'Intransigence' may appear to be a harsh word, but I feel that in denying railway lines to areas which are called backward areas we are doing a great injustice to them. This is neither socialist planning nor is it consistent with our professions of bringing the backward areas in a line with the more advanced areas.

I am aware that road development is going apace and that there is a section of the people who think that this should go a long way to make up for the opening of new lines in areas where they are demanded. I think this is not altogether a correct impression. So far as passenger traffic is concerned, this may be true to some extent, but this is not true so far as goods traffic is concerned, particularly in the case of goods which are considered essential commodities or which are heavy goods and which the railways at present carry at an unremunerative rate as the hon. Railway Minister himself pointed out in his speech. Road transport can never be expected to take up that traffic. After all, we must remember that most of the backward areas are only those which do not have railways within their easy reach. So that should enable us to see things in their proper perspective.

Let us see what the rate of development of railway lines has been during the Second Five-Year Plan and what it is going to be during the Third Five-Year Plan. As will appear

[Shri J. R. Mehta]

from the hon. Minister's speech, we constructed 800 miles of new railway lines during the Second Plan and our target for the Third Five-Year Plan is 1200 miles. I need hardly recall, as I have already pointed out, that whatever we constructed during the Second Five-Year Plan period was for the benefit of new heavy industries which we are setting up. And presumably what we have planned for the Third Five-Year Plan will also be just sufficient for that purpose. So looking to the needs of the country the provision which has been made looks to me to be very meagre.

I am not sure of the figure but my impression is that even during the pre-war days our programme of construction of new lines was never less than 400 or 500 miles and I do not see why when we are developing the country at such a rapid pace we should lag behind even the pre-war standard. If we take into account the demands all the States, I am sure it will mount up to a very high mileage. Speaking for Rajasthan alone, I could say that it would be able to absorb a thousand or more miles of new railway lines.

I will be excused if I just draw the attention of the Railway Board to the recent crisis in the movement of coal. I should think that we should take a lesson from that. The hon. Prime Minister's remark during the course of his reply to the debate on the President's Address showed that our planning is lagging behind our development. I think it will be worth while reviewing the position so far as the railways are concerned.

In view of all that I have said I would earnestly suggest to the railway administration that they consider the feasibility and advisability of formulating a master plan for the railways tabulating the reasonable demands of the entire country and giving a rough approximation of the financial resources that will be required. I am sure the task will be of an immense magnitude, but I am also sure that the very magnitude of the task will probably inspire us to greater effort in this direction.

In this connection there is one observation which I have to make. I find that we are spending much more on track renewal and replacement than on constructing new railway lines. The figures which are very interesting show that during the Second Plan for track renewals our original provision was Rs. 100 crores and we actually spent Rs. 200 crores. As against this our total expenditure on construction of new railway lines was Rs. 80 crores and we constructed new railway lines over 800 miles. In the Third Plan we have provided for Rs. 170 crores for renewals and replacements. If our experience is any guide, probably the actual expenditure will be almost double this. So far as construction of new railway lines is concerned, in the Third Plan we have provided for Rs. 120 crores only. So the question is whether it is not possible to reverse this process and provide for more money for the construction of new railway lines rather than for replacements. If my information is correct, we are renewing our track on a rigid formula. I would suggest it for the consideration of the railway adminstration whether it is not possible to do it on a selective basis. After all, we must remember that even our discarded wagon we are pressing back into service. The same reasons which have prompted us to do this should also prompt us to proceed with our track renewals on a selective basis. Even about the human material which we are using, as the House is aware, we are not always very rigid. Sometimes we re-employ people who have been superannuated. So I would suggest that this suggestion should be considered, the position should be reviewed and, if possible, some of the provision for track renewals should be diverted for constructing new lines. Of course, this is only a palliative. The suggestion which I have made is not

a perfect and a complete solution, which is that we must look forward to getting from the Planning Commission substantial moneys for construction of more and more new railway lines.

Mr. Deputy Speaker: Shri Ajit Singh Sarhadi.

Shri V. Eacharan (Palghat): This side also.

Mr. Deputy-Speaker: There are no sides that I am looking to. The hon. Member should realise that it is the parties that give the names. Therefore, hon. Membes should consult their own whips first and then complain against me.

Shri Ajit Singh Sarhadi (Ludhiana): Sir, the Railway Minister has done well to give us a correct picture of the railway system both in regard to its achievements as well as its shortfalls and failures. There are certainly some features in the railway budget that are creditable indeed and others where one is disappointed. But the overall picture is certainly encouraging, for which the Railway Administration Reserve congratulation.

Railways have a very important role to play in the developing economy of the country, and I feel that they have stood well the strain and stress in our planned economy for the last ten years. But at the same time I would certainly support the hon. speaker who preceded me that the Railway Administration, and particularly the Railway Ministry, have to see that there should be an overall development of the country and attention should not be wholly diverted to one sector, the heavy industrial sector, on which it has been centered in the last two plans.

While dealing with this point I admit that there has been an operational efficiency, or rather improvement, in the passenger train service, both in the matter of relief of overcrowding as well as in the matter of punctuality. But I would ask the hon. Minister of Railways: what are the methods and manner of fizing up the augmentation of the extra passenger services! I find that during the last five years all the augmentation has taken place in the south. We have got certain figures, overall figures, to show that there has been improvement in overcrowding on the broad-gauge line and that the extent of overcrowding has gone down from 16 per cent to 13 per cent. That is creditable. Unfortunately we have not got the break-up of the different Railways, particularly the Northern Railways. If I recollect rightly, three years back when a break-up was given we were told that the extent of overcrowding on the Northern Railway was 21 per cent. Now, I would submit that when the augmentation of passenger services has taken place, it should have been there where the overcrowding had been greater. And I submit that the overcrowding has been the maximum in the Northern Railway, though we have not got the break-up here. But despite the fact that there is so much overcrowding there has been no augmentation of passenger train services except for one Janata and one duplicate mail that have been introduced. This was a complaint I made last year also, and I repeat it with greater emphasis, that there should be fixation of priorities in the matter of elimination of overcrowding and lowering of its percentages for each zone. I support Shri Asoka Mehta when be said that about each zone the Railway Board should give us the figures of overcrowding, so that we might be able to judge and assess the position. I have occasion to travel very often in the north, and I feel that overcrowding is far above 21 per cent even in Northern Railway north of Delhi. This is my grouse and complaint and my request is that this point should be looked into and the passenger train services should be augmented.

Here I may submit that it would be appreciated that Punjab caters not only to the Punjab State alone but it is also a part of the system in the

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north and caters to Himachal Pradesh as well as Kashmir and Jammu, a vast population of 2 crores and 20 lakhs and an area much vaster. Therefore, attention has got to be paid to this matter.

My second point is about the goods services. Here I do congratulate the Railway Ministry that there has been a steady improvement in regard to the goods train operation also. But it will be seen that so far as the speed is concerned it has come down to some extent. Of course it is a fact the quick goods services like the crack goods trains have been introduced and they have also introduced express trains for goods. Despite this, what we find in the figures is that whereas in 1950-51 the average speed was 10·8 miles per hour and similarly in 1951-52 it was 10·7 miles per hour, at present it is only 10 miles per hour in 1959-60 and it was 9·48 miles per hour in 1958-59. So if we compare the figures of miles per hour we will find that we are below the 1950-51 and the 1951-52 level. Of course it has been said in regard to goods traffic. It is admitted that they have been able to lift a very much lower load than what was expected otherwise. These figures I have submitted are despite the fact that the crack goods trains have been introduced and the scope of the express trains for goods has also been extended. Yet it has come low.

Therefore, to say that the fall in the load on the goods trains has been only due to the breaches and the floods, I believe, is not a correct assessment of the situation. The fact is that you have not been able to compete with the road transport. I am surprised to see that the hon. Minister has not given us any inkling or any information about the door-to-door delivery system which had been once introduced. To say that we should have integration, co-ordination and all that is all good. But I would submit that whatever the alternative selected be, I quite see that free competition would not be fair and useful inasmuch as we have to utilise every source and the Railways too have to be given an opportunity that every source should be fully utilised. But where I eliminate the policy of full and free competition, to that extent I would also eliminate integration and control by the Railways or anybody of the transport system. We have to see in the coming transport system that the small operator in the transport system does exist, that he has got an opportunity to work and labour. And when we are having an emphasis on the co-operative system and systems of that kind, we have to keep in view the interests of the small operators. Therefore, no question of integration also comes.

Of the three alternatives, namely, whether there should be full and free competition, whether there should be total integration or whether there should be co-ordination and regulation, the only alternative is that there should be proper and regulated co-ordination between the two services keeping in view the fact that the competition must be maintained. As the hon. the Deputy Minister would be I knowing very well, in the United Kingdom many railway lines have been eliminated to keep up competition, healthy competition, not unhealthy competition.

I need not discuss the Negy Committee report. We have got only the preliminary report. But I hope that the interests of the small operators will be kept in view.

Coming to my third point to which I have made reference at the outset, we have to have an overall development.

In this connection, I submit that the Punjab plays a very important role inasmuch as it caters to the entire north, Jammu and Kashmir on the one side and Himachal Pradesh on the other. The population is 2 crores and

20 lakhs. When we see the overall picture of railway lines in the country per million of the population,—of course, I concede that in India it is 100 miles or 120 miles per million as compared with 150 in the U.K. or 2,000 in the U.S.A.—whatever the mileage, in fixing new lines, we have to keep in view not only the needs of heavy industries, but other interests also. It is not that we have not made proposals. In the case of the Punjab, we have been pressing for a long time and the Punjab Government has made representation for 17 lines, to which reference has been made yesterday by one other hon. Member from the Punjab. But, no attention has been paid during all these 10 years of planned economy that we have had. Not one line except the 44 miles Mukherian to Pathankot line has been laid. That was for the purpose of serving Jammu and Kashmir. The line which we are asking for and on which the future economy of Punjab depends is the line which connects Jagadri with Ludhiana. This is an area which has got the largest concentration of small-scale industries. Punjab, unfortunately, has got no heavy industries at all except one which is recently growing, the Nangal Fertiliser factory. In order to give in this area easy facilities for the ancillary industries to send their products to the larger industries, it is necessary that attention should be given to this from the economic point of view and also from the social and political points of view. I concede that it has been stated by the hon. Minister that we have to take into consideration certain basic factors. This is one of the basic factors that the economic development of a certain State should be kept in view, particularly when it lacks development in the matter of heavy industries. I strongly and strenuously press for this line. I am glad that the Ministry is taking into consideration the question of having a line at least from Chandigarh to Ludhiana, a distance of 55 miles. Here, I would draw the attention of the hon. Minister to one thing. This line which they are taking, 55 miles, runs just alongside the road. Whatever it may be certainly the use is there. But, there is one consideration. If it is diverted a few miles, 6 or 7 miles, and taken through the very important place of pilgrimage, Chamkaur Saheb, commercially, it would be beneficial. I believe, the present line has certainly got no important railway bridge. But, A little diversion would bring in one bridge. But, this would connect this very important religious place Chamkaur Saheb and it would give a very good revenue to the Railway Ministry. Then, there will not be the complaint that it is not an earning line. I stress the importance of this line from the economic, social and political points of view and from the point of view of the Punjab and Chandigarh. I very much plead for the diversion of the line by seven miles through Chamkaur Saheb when the line is constructed.

My next point is one to which the hon. Minister had made reference in his speach, that so far as coal for brick burning is concerned, it is given a low priority in the matter or movement purposes. There, I have got a complaint. It was stated by the hon. Minister in his reply in the Rajya Sabha that Mogulsarai is the bottle-neck, that we are only able to clear 1800 or 1900 wagons from that place, and that is our difficulty. From that place, we are catering to all the three or four States: U. P., Delhi, Punjab. I quite see the difficulty. But, I submit, while distributing these wagons, why is Delhi haveing the maximum of 150 wagons whereas with regard to population figures, and other necessities, it is entitled to less than 100. Punjab is being deprived to that extent. Chandigarh is a growing town. It is the new capital of truncated Punjab which has got to develop, to which the Centre is giving help and for which the Centre should give further help. The development and growth of Chandigarh has slowed down because of the absence of bricks. The absence of bricks is due to absence of coal Even out of 1800 or 1900

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wagons that are being cleared from Mogulsari, why is Punjab given less than its entitlement and why is Delhi given more, where still you can get as many bricks as you require for house construction?

An Hon. Member: It is the capital of India.

Shri Ajit Singh Sarhadi: Certainly the capital of a State should have equal priority. I will ask the hon. Deputy Minister to see why Punjab is given less. Even the Finance Minister, the other day, in his speech said that house building has to be given some encouragement. Holiday has been given in the matter of taxation so far as house building is concerned. I would strongly stress that the hon. Minister should look into this aspect and see that the Punjab should not be given stepmotherly treatment in the matter of supply of coal when not only on it depends the growth and development of Chandigarh the capital, but also the small-scale industries which are coming up and which are slowed down because of absence of coal.

My last point pertains to amenities. Of course, I admit that the Railway Convention Committee has recommended a sum of Rs. 3 crores per year. I am surprised to see that whereas we have reached a gross revenue of Rs. 489 crores, an increase of 42 per cent and whereas the coaches and wagons have increased to the extent of 62 per cent, the amenities alone remain absolutely stable at Rs. 3 crores during the Second Plan and also in the Third Plan. With the increase in gross revenue, it should not be an amount permanently fixed at Rs. 3 crores, but a certain percentage. In its wisdom, why the Railway Convention Committee reached this conclusion, is beyond my comprehension. Certainly, I expected that the amenities should be increased especially for the reason that all the burden is on the present rolling stock. As the hon. Member Shri Frank Anthony has put it convincingly, the figures which show the frequent failings of the engines, establishes the heavy stress and strain thereon and for that reason, the rolling stock has very much deteriorated. I can say about the train, the Kalka Mail in which I travel often to this place. If the hon. Deputy Minister would see the coaches in that train, he will appreciate how old the coaches are. I can see that in a developing economy, we have got to use the rolling stock capacity to the maximum extent. Naturally, if my car is old, its maintenance expenditure would be high and accordingly the amenities that would be necessary should also be more. I would stress the point that the hon. Minister will take this into consideration.

I also strongly plead for a line beyond Pathankot to Jammu and Srinagar.

Mr. Deputy-Speaker: Shri K. N. Pande is absent. If Members whose names are sent by their parties are not present, they will lose their chance. Shri V. Eacharan.

Shri V. Eacharan: Mr. Deputy-Speaker, I congratulate the hon. Minister for the efficiency and the improvement effected in the Railway administration during the last two or three years. This is the largest national industrial undertaking with about 11 and odd lakh employees. So, there is likely to be some shortfall here and there. On the whole, the Railways are doing well. In the report, it is stated that operational efficiency has increased and the number of accidents has been reduced. Another encouraging point is that the Railways were able to cope with the increased production in the Second Plan, to some extent, in full and passenger traffic also has been met up to necessity.

After meeting the increased expenditure of the railways, the Minister says that Rs. 20.12 crores have been set apart for development. In the

same way, the Second Plan allotment has also been spent up to 77 per cent up to the end of the fourth year. We can hope that the remaining allotment also will be spent without any lapse.

It is true that overcrowding has been reduced and third class travelling has also been made more comfortable by provision of sleeping accommodation and additional coaches. In this respect I have to make a submission. In the country, 190 new trains have been introduced, and the long distance covered by some other trains also been extended, but this has not benefited some sections of the Southern Railway, especially the west coast in Kerala State. The difficulties in respect of the passengers and traffic there have not eased during the last 15 years. The passenger problem is very difficult. People are overcrowding, and travelling on foot boards; accidents also take place. I therefore request the Railway Minister to give special consideration to this problem, and introduce convenient trains in that area.

Some ten or fifteen years ago, there used to be some suburban trains between Calicut and Tirur, and between Palghat and Coimbatore but they have not been restored so far. When we represented the matter to the Railway Board, they informed us that the rolling stock position was not satisfactory, and so they were not able to re-introduce these trains. But now that the position in this respect has improved, this matter should be considered and these trains restored. This should be done particularly in areas where no parallel bus routes are available to the travelling public. In such cases there will be no question of competition from the bus services. Particularly, if the Palghat-Coimbatore line is restored, there will be a lot of revenue on the passenger side.

Sleeping accommodation has been provided in the Mangalore Mail, but only for people travelling over 750 kilometers. The train covers only a distance of 899 kilometers, and further it starts at 6 P.M. from Madras. So, the distance for sleeping accommodation should be reduced to 500 kilometers, so that a larger number of passengers can make use of this amenity.

This facility has not been extended to the Cochin Express which also carries a large number of long-distance passengers from Calcutta, Delhi and Bombay. There is only one through compartment attached to the Cochin Express. So, passengers find it difficult to get accommodation in this train.

In the Third Plan Rs. 120 crores have been provided to construct new lines. Out of this, nothing has been provided for the South. The hon. Minister, in his speech, has pointed out that something is expected from the Planning Commission out, of which a portion would be available for the South also. When these new lines are taken up, industrial production alone may not be the criterion to decide them. Other factors also should be taken into consideration. Many speakers from the South have already pointed out the necessity of having at least some lines in the South. In my State of Kerala, which has an area of 14,937 square miles, there are only 316 miles of broad gauge and 227 miles of metre gauge railway lines. This is quite inadequate to meet the growing demands. Large numbers of people are going outside for job etc. and this also adds to the problem of traffic.

A number of new lines had also been proposed by the Kerala Government. The most important of them is the Trivandrum-Kanya Kumari line. It seems to be under consideration. My hon. friend. Shri Ganapathy, pointed out that the Madras Government had demanded the Tinnevelly-Kanya Kumari line. If these two lines are taken up, it will help Kerala and Madras States to some extent.

Another important line which I want is the Trichur-Kollengode line. This

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connects the metre gauge system with Cochin harbour. This was surveyed four times, but no action has been taken. This will connect the most important business centres of the South like Pollachi, Dindigul and Madura with Cochin harbour. The distance is only 42 miles. According to present calculations, the expenditure per mile of broad gauge construction is Rs. 10 lakhs. This will mean an expenditure of Rs. 4·2 crores for broad gauge and Rs. 2·5 crores for meter gauge. This is not a big amount the improvements and advantages to the public in that area.

The other line which is very important is Trichur-Guruvayur. There is a famour temple at Guruvayur and lots of people go there for worship. At present only bus conveyance is available to that place, which is not adequate.

Another important line in Malabar is the Tellicherry-Mysore line. This line has been already surveyed. This will benefit to a large extent a portion of Malabar, the coffee-growing area, and the backward area of Mysore called Malnad.

These things may be taken into consideration. If it is not possible to include them in this Plan, at least in the next Plan they may be included, and some benefits given to these backward areas.

I have to express my gratitude to the Railway Ministry for the improvements which they have effected and propose to effect at Olavakot. This division has become an important centre now and requires amenities. There was a proposal for a two-storey building with sufficient accommodation for all the offices for the divisional headquarters, but I am told that the plan has now been revised, and they are going to have only a single-storey building. This may not be sufficient for housing all the offices, as, especially in the rainy season, the verandah and other places outside cannot be used for office purposes. A hospital with 60 beds and a railway institute have also been proposed there, which are welcome. The other suggestion for an overbridge at Parli, three miles from Olavakot, is also welcome as this has been overdue.

I have an important suggestion to make in regard to the remodelling of Palghat station The hon. Deputy Minister was good enough to inform me that a provision of Rs. 1,20,000 has been made to construct the station, and that work will be taken up this year itself but nothing has been done so far. The work has not started. I request the hon. Minister to look into this, and expedite it.

There are a number of stations in the west coast which require passenger amenities such as waiting rooms. I am glad that provision has been made to construct a retiring room at Calicut, and construct a waiting hall with modern amenities. But this may not be sufficient to meet the needs of that area. A lot of fish is transported from that station. Some goods shed has to be provided for the purpose.

Another important station which requires these facilities is Kuttypuram, which is the mail halting station, where a large number of people get down for going to the Guruvayur temple. Large numbers of children and ladies have to stay for a number of hours in that station where there is no proper waiting hall, nor a light refreshment room. These things may be attended to.

Retiring room facilities are required at Olavakot. Provision was made last year for it but I find no mention of it in the Budget. I do not know whether it will be taken up. This is a very essential thing.

Malampuzha which is fast becoming a tourist centre is only three or four miles from Olavakot Junction. A lot of people from Coimbatore go there to spend their week-end holidays, but

they find it difficult to get accommodation. People going on official visits also find it difficult to get accommodation there. Olavakot has not developed sufficient lodging facilities. So, it is necessary to provide some accommodation for them.

I would request the engineering department of the railways to make some effort to take the Mangalore Mail and Cochin Express to Palghat station.

This is only a distance of three miles from Olavakot, and the area has also got a broad gauge line. With a little effort on the part of the Engineering Department, I think it is possible to have it. Formerly, this was the case with Coimbatore also. Both these trains used to go to Coimbatore, and then go back to Podanur and then proceed further. This way also, it can be done. If a little more attention is paid, then this is possible.

Now, I come to catering. The Catering Department is doing well. Of couse, there may be some shortcomings, and some dissatisfaction about the service and so on, but, on the whole, it is doing well, and the present quality and standard of the meal should be retained, and the service should be improved. The Catering Department on the Southern Railway was running on a loss, but with the special efforts and the earnest and sincere attempts of the special officer Shri Padmanabha Menon and others, the loss has been reduced to some extent. This has to be appreciated.

The number of non-vegetarian inspectors in the Southern Railway Catering Department is very few. A large number of non-vegetarian establishments are inspected by the vegetarian departmental inspectors who do not touch or who do not take non-vegetarian stuff. How can they control the quality of the non-vegetarian meal in these circumstances? This also has to be looked into.

The next point which I have to place before the House is regarding the recruitment of class IV staff in the Olavakkot division. At present, a number of people are recruited, but proper attention is not being paid to the rules regarding reservation. They are recruiting casual labourers from among these people, after a few months, they are taken into permanent vacancies, proper attention is not being paid in the matter of taking in Scheduled Castes and Scheduled Tribes people. This is very alarming. I would request that some attention should be paid, and necessary steps should be taken to increase the intake of Scheduled Castes and Scheduled Tribes candidates.

My last point is about the Reservation Office at Madras. This is full of confusion. The messages for reservation that we send through the railways from other stations and direct; would not be traceable there. If we go there and ask, they will say that they have not received the message. If we make a complaint, after a few months, we shall get a reply to the effect that the message was received, but we do not know what has happened to that. This confusion is still going on. Something should be done in this connection, and steps should be taken to set right these things.

Mr. Deputy-Speaker: The hon. Member has poured out so much of material that might have been said in half an hour.

Shri Liladhar Kotoki (Nowgong): I congratulate the Railway Minister for the Budget that he has presented to the House, and the speech that he has made in connection therewith. The budget shows a net surplus of Rs. 8.64 crores; it would have been Rs. 4 crores more but for the enhanced rate of dividend to the general revenues as recommended by th Railway Convention Committe of 1960. I congratulate also the Railway Ministry and the Railway Board on their success in implementing the Second Five Year Plan. They are utilising the entire allocation of Rs. 1221.25 crores. They have contributed an amount to the tune of Rs. 480 crores from their own

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revenues for the Plan, besides paying Rs. 244.65 crores to the general revenues. This is indeed very creditworthy of the Railways.

But what I attach more importance to is the fact that they have saved foreign exchange to the tune of Rs. 93 crores, and they are proposing an expenditure of only Rs. 185 crores in foreign exchange during the Third Plan period in which the total allocation for Railways will be of the order of Rs. 1255 crores as tentatively proposed. But I am sure that efficiency in indigenous manufacturing is so much increasing that they will reduce the actual expenditure in regard to foreign exchange during the Third Plan as well.

So far as the Third Five Year Plan is concerned, I must submit that the allocation that has been proposed is rather too small. We have already seen the demand from the various corners of our country for more and more new lines, and the Railway Minister himself has admitted that there is actually a genuine demand, more particularly, from the backward areas, and he is willing to have more new lines provided the Planning Commission makes increased allocations. I plead with the Railway Minister to the Planning Commission for enhancing the allocation for the Railways during the Third Plan to at least Rs. 1500 crores, and I hope that the entire House will agree with me in pressing this demand before the Planning Commission.

The Railways have made considerable expansion during the Second Plan, and this can be gauged from the fact that the capital-at-charge which was Rs. 969 crores at the end of the First Plan has increased to Rs. 1559 crores by the end of the Second Plan, which means an increase of Rs. 590 crores i.e. an increase of 60 per cent.

I shall now come to some highlights of the Second Plan, which have great significance for the development of our country. The first is the opening of the new 187 miles metre gauge line from Khandwa to Hingoli, which has bridged the missing link between the northern and the southern metre gauge railway systems. I only hope that this process will be continued, and the missing links which exist whether in the broad gauge or in the metre gauge system all over the country would be bridged, during the Third Plan.

I welcome the construction of the Ganga and the Brahmaputra bridges. The Ganga Bridge has already been opened, and the Brahmaputra Bridge is expected to be opened during the course of the next year. The Brahmaputra bridge will solve the chronic bottle-neck of transport between Assam and the rest of India. I voice the gratitude of the entire people of Assam and of the Eastern Region to the Railway Administration for giving us this bridge.

I also welcome the construction of the broad gauge line from Barauni to Siliguri. A survey has already been undertaken to extend the line from Siliguri to Bhubri *via* Jalpaiguri, Domohani and Cooch-Behar. This will not only develop this area, when the line is constructed, but this will also serve as a much needed alternative to the Assam Rail link. I also hope that this line will be soon extended to Amingaon and thence to Tinsukia, thereby facilitating the development of this erstwhile neglected area.

I am also grateful to the Railway Administration for constructing recently the line from Rangapura to North Lakhimpur. Two years back, when we pressed this demand, the Railways did not make any survey. But I am very glad to find that they are going to complete this line by next year. The speed and efficiency with which they are constructing this line over very difficult terrain is indeed magnificent.

I shall now make a few suggestions for the consideration of the Railway Minister and the Railway Administration.

The first one is that a line should be constructed from Pandu to Goalpara and Garo Hills. I am glad that they have taken up the survey. I would press for expediting the survey as well as construction and completion of the line during the course of the Third Five Year Plan. This line, when constructed, will facilitate the exploitation of the very rich coal mines of the Garo Hills. The coal reserves in Garo Hills, in Siju and Darangiri areas, are to the tune of 1,076 million tons. The annual capacity is 3 lakh tons. This coal is of very high grade and the Railways themselves will be benefited if they use it, when they are complaining that they are getting very inferior coal for their use.

Garo Hills also abound in linestone. If a cement factory is established there, the annual production is estimated at 1,65,000 tons. Again, these Hills abound in bamboo and timber and there is a good prospect of a very big paper mill there. Therefore, when this line is constructed, it will not only develop this backward hilly tract but will also add to the overall economic wealth of the country and will be eventually profitable to the Railways themselves. I earnestly urge upon the Railway Minister to expedite the construction of this line.

My next suggestion is that two other lines are necessary and very urgent. The first one is to connect Imphal with Manipur Road *via* Kohima and also with Silchar. This line, when constructed, will develop both the Naga Hills Tuensang Area and Manipur. At present, there is only one road to Kohima and Imphal, and there is another road under construction between Imphal and Silchar. Except that, there is no means of transport to Manipur and the Naga Hills. I trust the Railway Administration will give importance to this suggestion.

The second line I want to suggest is to connect Dharamnagar with Agartala in Tripura. Tripura suffers from the same difficulties as Manipur, but its difficulties have been increased after Partition and there is no outlet from Agartala to the rest of India. Although there is a road which was recently constructed, it is not good enough and is not sufficient to meet the demands of the Tripura State. I plead with the Railway Administration that this line also would be taken up urgently.

The Hill Section from Lumding to Badarpur requires urgent attention. The line capacity should be increased because this is the only line to Cachar which also serves people of Mizo Hills and Tripura State. I am glad that some improvement was made by establishing four crossing stations, but much more is needed to improve the capacity of this railway line. There are only two trains which are now running. The number of trains should be increased, for passengers as well as goods.

Sir, you will be surprised to know that except Gauhati, none of the district or sub-divisional hearquarter towns in Assam is connected by the main line of the N.F. Railway. Dhubri, Barpeta, Nowgong, Golaghat, Jorhat, Sibsagar, Dibrugarh, Silchar and Karimganj—none of these towns are on the main line. I need not elaborate how important it is to connect these headquarter towns with the main line. I hope necessary steps will be taken in due course so as to put these towns on the main line.

When our policy is to have nationalised railway transport in the country, I am sorry to find that there are two private companies which are running two branch lines under the N.F. Railway. These two lines are Chaparmukh-Silghat and Katakhal-Lalaghat. When we pressed for the taking over of these lines by Government, it was said that they would not like to invest a huge amount in purchasing these lines at this time. But under the agreement, Government will have the option to purchase them only at the expiry of every ten years. The agreement regarding the Katakhal-Lalaghat line will expire on the 31st March

[Shri Liladhar Kotoki]

1964 and that concerning the Chapar-mukh-Silghat line will terminate on the 31st March 1968. I would plead with the Railway Administration that these two lines should be taken over when the present terms expire so that the entire railway system becomes uniform and improvements pending on these lines for a long time would be facilitated.

Now, I have to refer to the difficulties about wagons for civil supplies to Assam. Since last November, there has been an acute shortage of wagons for transporting sugar, pulses, salt etc. which are all imported into Assam from outside, particularly Bihar and U.P. A restriction was imposed on wagons for civil supplies and prices rose exhorbitantly. I do not know what is the position now, but these difficulties arise very often. I hope that the Railway Administration will take adequate measures to ensure that the requisite number of wagons for moving these essential supplies are made available whenever demands are made.

Coming to amenities for passengers, on the N.F. Railway a great deal needs to be done. I would particularly draw the attention of the Railway Administration to the question of overcrowding between Barauni, Katihar and Amingaon. The problem of overcrowding becomes very grave especially during the working season. Most of the labour force for development works including railway works are recruited in Bihar and they have to entrain at Barauni and Katihar. The few trains that are there on this line are very much hard-pressed during the working season on account of movement of the labour force. I would suggest that the number of ordinary trains should be increased and during the working season, special trains should be run to cope with the movement of the labour force.

Mr. Deputy-Speaker: The hon. Member's time is already up.

Shri Liladhar Kotoki: One important point and I will conclude.

Mr. Deputy-Speaker: The important point is to be taken up last?

Shri Liladhar Kotoki: So that it will be remembered.

Mr. Deputy-Speaker: It would not be the last for the Minister; it might be the last for the hon. Member.

Shri Liladhar Kotoki: I will take only one minute.

This is regarding the activities of the Naga hostiles on running trains between Lumding, Mariani and Tinsukia. This has been happening for the last few years. Passengers and also railway staff are subjected to inconvenience and also injury when running trains are stopped *en route*, and fired upon and looted. Recently, they extended their operation to the Hills Section. Only on 25th February last, the Down Train No. 254 from Lumding which was bound for Badarpur was stopped by the hostiles between Langting and Mupa and fired at; and one fireman was injured. My suggestion is that the Railways should take up this matter with the military and civil authorities and see that the safety of the passengers and the railway staff is ensured and the regular running of trains kept up.

15.00 hrs.

श्री प्र० ना० सिंह (चन्दौली) : सभापति महोदय, १९६१–६२ के रेलवे बजट पर वाद-विवाद के अवसर पर इस बात को तो सभी तसलीम करते हैं कि जहां तक आत्म-निर्भरता का प्रश्न है, भारतीय रेलों ने काफी प्रगति की है। वे काफी हद तक आत्म-निर्भर हो गई हैं। लेकिन उसी के साथ साथ हमारी विकासवादी अर्थ-व्यवस्था के अनुरूप जिस हद तक प्रगति होनी चाहिये थी, उस हद तक नहीं हो पाई है। दूसरी पंचवर्षीय योजना के जो टारगेट्स थे, वे अभी तक पूरे नहीं हो पाये हैं। माननीय रेल

मंत्री ने अपने भाषण में जो कुछ कहा उस से भी ऐसा लगता है कि कई टारगेट्स के मामले में कमी रहेगी .....

श्री जयपाल सिंह (रांची-पश्चिम-रक्षित अनुसूचित आदिम जातियां) : हिन्दी में बोलने से क्या फायदा, डिप्टी मिनिस्टर साहब हिन्दी नहीं समझते हैं ।

श्री प्र० ना० सिंह : यह मेरा त । डिप्टी मिनिस्टर साहब दोनों का दुर्भाग्य है । मैं तो चाहता हूं कि सभी इस भाषा में बोलें और इस को समझें ।

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Shri Hem Raj is translating for me. He is here for that.

15.02 hrs.

[SHRI MULCHAND DUBE *in the Chair*]

श्री प्र० ना० सिंह : मैं यह कब कह रहा था कि द्वितीय पंचवर्षीय योजना काल में जो काम पूरे हो जाने चाहियें थे, वे पूरे नहीं हो पाये हैं । चाहे वह इलैक्ट्रिफिकेशन का सवाल हो, चाहे वैगंज के निर्माण का सवाल हो और फिर चाहे रेलवे ट्रैक्स के रिन्यूल्ज का प्रश्न हो ।

इस के साथ साथ जो विकासवादी अर्थ व्यवस्था है, उस के अनुसार जितना रेल का विकास होना चाहिये था, जितना बढ़ावा होना चाहिये था वह नहीं हुआ और उस में भी कमी ही रह जायेगी । इसी बात को इसी से अनुभव किया जा सकता है कि इस समय सारे देश में कोल का अभाव है और कई सूबों में तो उद्योगों के बन्द होने तक का सवाल उपस्थित हो गया है । उत्तर प्रदेश में, गुजरात में तथा दूसरे कुछ सूबों में उद्योगों के बन्द होने की हालत पैदा हो गई है और यह स्थिति कोल न मिलने का कारण ही पैदा हुई है । हमारे उत्तर प्रदेश में तो यह हालत है कि कई शहरों में कोल-रायटस की स्थिति पैदा हो गई है । रेलवे विभाग कहता है कि जितने टारगैट्स हम ने रखे थे, कोल के सम्बन्ध में, उतना कोल हमने रेलों के जरिये पहुंचा दिया है । लेकिन एन० सी० डी० सी० के लोग कहते हैं, कि कारपोरेशन के लोग कहते हैं कि जितने वैगंज की उन को आवश्यकता थी और जितने वैगंज की उन्होंने मांग की थी, उतनों की पूर्ति नहीं की गई है । उन की तरफ से कहा गया है कि १९६० में २ लाख २३ हजार २०० वैगंज की मांग की गई थी । और केवल १ लाख ४५ हजार ५०० वैगंज ही उन को दिये गये । इस का मतलब यह हुआ कि ७७,७०० वैगंज की कमी रही । उन की तरफ से कुछ अखबार वालों कोभी जहां पर कि को इकटठा हो गया है, उन स्थानों पर ले जाया गया है, बिहार में, मध्य प्रदेश में और उन को दिखाया गया है कि आठ लाख टन कोयला जमा पड़ा है और यदि मार्च के आखिर तक इस को हटाया नहीं गया तो स्थिति दुगनी खराब हो जायेगी और ऐसी स्थिति पैदा हो जायेगी कि उत्पादन कम होना शुरू हो जायेगा । इस का नतीजा यह होगा कि तृतीय पंच वर्षीय योजना के पहले साल में ही एक बहुत बड़ा धक्का भारतीय उद्योगों को लगेगा ।

Shri Rajendra Singh (Chapra): Sir, I have to point out that there is no quorum in the House.

Mr. Chairman: Let the bell be rung.

श्री प्र० ना० सिंह : सभापति महोदय, मैं यह कह रहा था कि कोल की कमी की जिम्मेदारी एन० सी० डी० सी० पर आती है या रेल मन्त्रालय पर, इसको हमें देखना है । इस सम्बन्ध में मैं यह कहना चाहता हूं कि जिस योजनाबद्ध तरीके से रेलों का कार्य होना चाहिये, उस तरीके से कार्य नहीं हो रहा है । हम यह भी महसूस करते हैं कि जिस तरह के विकास की आवश्यकता थी, उस तरह का विकास रेलों द्वारा हो रहा हो, ऐसी बात नहीं है । पिछली बार रेलवे बजट पर वाद-विवाद के समय मैंने कहा था कि अंग्रेजों

[श्री प्र० ना० सिंह]

के जमाने में जहां पर एक दिन में ढाई मील रेल की लाइन इस देश के अन्दर बिछाई गई वहां मौजूदा हुकूमत की तरफ से केवल एक मील रेलवे लाइन ही एक दिन में बिछाई गई है । इससे साफ जाहिर है कि रेलों की प्रगति तेजी के साथ नहीं हो रही है और इस ओर हमारा ध्यान जाना चाहिये ।

जहां रेलों की आमदनी बढ़ रही है वहां खर्चा भी दिन-ब-दिन बढ़ता जा रहा है । हमारे सामने १९६०–६१ का दोहराया हुआ तखमीना आया है । उसको देखने से पता चलता है कि ३६ करोड़ रुपये के करीब आमदना में बढ़ोतरी हुई है जबकि ३७ करोड़ के करीब खर्चे में बढ़ोतरी हो गई है । यदि आमदनी के बढ़ने के साथ साथ इस तरह से खर्चे में भी वृद्धि होती गई तो यह रेलों के लिए चिन्ता का ही विषय हो सकता है । इस वास्ते मैं समझता हूं कि खर्चा कम करने की ओर माननीय रेल मन्त्री महोदय का ध्यान जाना चाहिये ।

कहां पर कमी की जा सकती है, इसका एक उदाहरण मैं आपके सामने रखना चाहता हूं । मुझे बताया गया है और खुद मेरी जानकारी में भी यह बात आई है कि हर डिवीजन में आज करीब २०० या २५० सैलून्ज हैं और वे उन अफसरों के इस्तैमाल के लिए हैं जो कि असिस्टेंट इंजीनियर ग्रेड के लोग हैं या उसके ऊपर के दर्जे के लोग हैं । ये ढाई तीन सौ सैलून्ज हर डिवीजन में रेलवे के, इस्तैमाल हो रही हैं । बहुत अधिक खर्चा आपको इन सैलून्ज पर करना पड़ रहा है । यदि हम चाहते हैं कि देश प्रगति के पथ पर अग्रसर हो, तो, इकोनोमी के रास्ते आपको खोजने पड़ेंगे और दूसरों के आराम और आसाइश की जो चीजें हैं, उनको करटेल करना पड़ेगा । जो ऊंचे पदों पर आसीन लोग हैं, चाहे वे मन्त्रिमण्डल में हों या दूसरे बड़े अफसर हों.....

Shri D. C. Sharma (Gurdaspur): The Deputy Minister never travels in saloons.

श्री प्र० ना० सिंह : यदि वह इन में ट्रेवल नहीं करते हैं तो मैं उनको धन्यवाद देता हूं । लेकिन यदि वह ट्रेवल करते हैं तो उनको भी सैलून्ज में ट्रेवल करना बन्द कर देना चाहिये और दूसरों के सामने एक उदाहरण पेश करना चाहिये ।

एक माननीय सदस्य : अफसर लोग ट्रेवल करते हैं ।

श्री प्र० ना० सिंह : आज हर डिवीजन में ढाई तीन सौ सैलून्ज हैं चाहे वे चार व्हीलर हों या छः व्हीलर और बड़े तथा छोटे अधिकारी उनका इस्तैमाल करते हैं । यदि आप इकोनोमी करना चाहते हैं तो वह दूसरों का पेट काटने से नहीं हो सकती है बल्कि जो दूसरे फिजूल खर्चे हैं या जो आराम व आसाइश के लिए लोगों के बढ़ाये हुये खर्चे हैं, उनमें कमी करने की बात आपको सोचनी होगी ।

जहां तक रेलवे के कर्मचारियों का सम्बन्ध है, उनकी ओर जितना ध्यान दिया जाना चाहिये था, उतना ध्यान नहीं दिया जा रहा है । अभी रेलवे हड़ताल हुई । उस हड़ताल के सिलसिले में सदन के उस तरफ से कहा गया कि रेलवे हड़ताल के समय कर्मचारियों पर जो कार्रवाई हुई है वह नहीं करनी चाहिये । मैं यह कहना चाहता हूं कि ट्रेड यूनियनकेजो कार्यकर्ता हैं उनके सम्बन्ध में हमको अपनी राय को और पार्लियामेंट के सदस्यों को अपनी राय को बिल्कुल स्पष्ट कर देना चाहिये । जिस देश के अन्दर ट्रेड यूनियन मूवमेंट नहीं होगा, जिस देश के अन्दर ट्रेड यूनियन मूवमेंट के आदमी दबाये जायेंगे, जहां उन पर हमला होगा, वहां तानाशाही को छोड़ कर दूसरी व्यवस्था बन नहीं सकती । इस लिये ट्रेड यूनियन कार्यकर्ताओं के रास्ते में जिस तरह की रुकावट पिछली हड़ताल के बाद हुई है और यूनियनों का

रिकग्निशन जिस तरह से छीना गया है उसके सम्बन्ध में शीघ्र से शीघ्र कार्रवाई होनी चाहिये जिससे यूनियनों का रिकग्निशन वापस हो सके। इसके साथ साथ ट्रेड यूनियन मूवमेंट के कार्यकर्ताओं के सम्बन्ध में अपनी राय में भी हमें तबदीली करनी चाहिये। मेरे जैसा आदमी तो यह सोचता है कि ट्रेड यूनियन कार्यकर्ता बहुत ही जिम्मेदार अनुशासित और प्रतिभाशील व्यक्ति होता हैं। कुछ लोगों का खयाल है कि ट्रेड यूनियन कार्यकर्ता जो हैं वह अनुशासनहीन व्यक्ति होता है, लेकिन हाउस के इस पक्ष की राय यह है कि ट्रेड यूनियन कार्यकर्ता, जिस के अन्दर प्रतिभा है उसके अन्दर सक्रियता होगी। जो प्रतिभाशील व्यक्ति हैं आज उन पर प्रहार किया जा रहा है पर वह किसी तरीके से उचित नहीं है। पिछले हड़ताल के मौके पर हड़ताल कोई जम कर नहीं हुई क्योंकि उस समय लोग सोचते थे कि कोई न कोई समझौते का रास्ता निकल आयेगा। लोगों ने आधी तबियत से हड़ताल की, लेकिन हड़ताल होने के बाद जिस तरह का आश्वासन सरकारी पक्ष की ओर से दिया गया कि जिन लोगों ने हड़ताल के अन्दर भाग लिया उनके खिलाफ कोई विक्टिमाईजेशन नहीं होगा, उसे पूरा नहीं किया गया। मैं इस बात को कहना चाहता हूं कि आज नीचे के अधिकारी विक्टिमाईजेशन के रूप ट्रेड यूनियन वर्कर्स को परेशान कर रहे हैं। मैं कुछ उदाहरण देना चाहता हूं, यदि माननीय मंत्री जी उन उदाहरणों को पूर्वोत्तर रेलवे मजदूर सभा की कार्यसमिति के कई पदाधिकारी आज भी काम पर नहीं लिये गये हैं, आज भी उनकी मुअत्तिली कायम है। पूर्वोत्तर रेलवे के श्री जे० आर० खटनानी, जो कि उसके उपाध्यक्ष हैं, आज भी अनुलम्बित हैं, हैं, श्री पारसनाथ तिवारी अनुलम्बित हैं, श्री राम दरश मिश्र, जो पूर्वोत्तर रेलवे मजदूर सभा के सहायक प्रधान मंत्री हैं, श्री हरिश्चन्द्र लाल, संगठन मंत्री, श्री इन्द्रदेव सिंह, कोषाध्यक्ष, श्री गिरिजा शंकर त्रिपाठी और श्री श्याम सुन्दर श्रीवास्तव, साधारण सदस्य, इनको केवल इसलिये विक्टनाईज किया जा रहा है कि वे यूनियन के अच्छे कार्यकर्ता र हैं और समय समय पर हमेशा अधिकारियों के नाजायज कार्यों के खिलाफ विरोध करते रहे हैं, और जो वहां के मेहनतकश लोग हैं उनकी मांगों को लेकर हमेशा उनके सामने सही बात कराने के लिए कोशिश करते रहे हैं। सी तरह से हम देखते हैं कि दूसरी रेलवेज में भी यही हाल है, जिस तरह से उन को नोटिसें दी गई हैं सस्पेंशन के लिये वे भी अजीब बात हैं। अभी मेरे मित्र श्री अटल बिहारी वाजपेयी ने नार्दर्न रेलवे के लखनऊ डिवीजन के उदाहरण दिये। एक कमचारी को इस तरह की नोटिस दी गई कि आप फलां तारीख को मजदूरों को उत्साहित कर रहे थे कि वे हड़ताल पर जायें। लेकिन सब से बड़ी बात यह थी कि उस दिन संडे था और छुट्टी थी। एक कार्यकर्त्ता को, जो दो महीने पहले से अस्पताल में पड़ा था, अस्पताल में गिरफ्तार किया गया, और उस पर नोटिस सर्व किया गया कि उसने मीटिंगों में भाग लिया। जिस तरह की कार्रवाइयां नीचे की इकाइयों में हो रही हैं, उनको आप देखिये। उनका क्या नतीजा होने वाला है। इसी तरह से मेरी कांस्टिटुएंसी मोगल सराय में जहां पर कोई सैबाटेज नहीं हुआ, कोई हिंसात्मक कार्रवाई नहीं हुई, कई लोग अनुलम्बित हुए पड़े हैं। दो या तीन लोग सस्पेंडेड पड़े हुए हैं। इसी तरह से हर रेलवे में हुआ है। वहां पर चूंकि रेलवे यूनियनों के रिकग्निशन छीने गये हैं इसलिये वे बहुत परेशान हैं। सेंट्रल रेलवे के मजदूरों पर भी बहुत ही अन्याय हुये हैं। सेंट्रल रेलवे के मजदूरों ने डी० एस० से अपनी बातें कहनी चाहीं। लेकिन जब उनकी बातें नहीं सुनी गईं तो उनको प्रदर्शन करना पड़ा। लेकिन सेंट्रल रेलवे मजदूर यूनियन के सेक्रेटरी और १२ लोगों को ३१ दिसम्बर के प्रदर्शन के बाद से सस्पेंशन की चार्ज शीट मिली हुई है कि आपकी सर्विसेज क्यों न खत्म कर दी

[श्री प्र० ना० सिंह]

जायें । । मैं कहना चाहता हूं कि रेलवे मजदूरों के साथ इस तरह की ज्यादतियां नीचे की इकाइयों में हो रही हैं और वह रेलवे बोर्ड के सर्कुलर के बाद हो रही हैं । इस बात को मानने के बाद कि हड़ताल पर जाने का हक था, इस बात को मानने के बाद कि दूसरों को हड़ताल पर जाने के लिये कहने का हक था, इस बात को भी मानने के बाद कि सभा में बोलने का हक था और नोटिस निकालने का हक था, जो कि रेलवे बोर्ड के एक सर्कुलर में दिया हुआ था, पुरानी प्रेजुडिसेज के आधार पर यूनियन के कार्यकर्ताओं पर हर तरह की ज्यादती करना, उनका ट्रांसफर करना, उनके केसेज को ठीक तरह से डील न करना, किसी तरह से भी उचित बातें नहीं हैं । इसके लिये मैं माननीय मंत्री महोदय से कहना चाहता हूं कि वे कोई इंडिपेन्डेन्ट ट्राइब्यूनल बनायें, जिसके सामने ये केसेज ठीक तरह से जायें और मजदूर अपना पक्ष रख सकें । ब्यूरोक्रेसी के हाथों से देश के रेलवे मजदूरों को, जिनका कि देश की रेलों को बनाने में सब से बड़ा हिस्सा है, तोड़ने की कोशिश नहीं होनी चाहिये । आज ब्यूरोक्रेसी और ट्रेड यूनियन मूवमेंट के बीच बहुत बड़ा झगड़ा है । ब्यूरोक्रेसी समझती है कि जो ट्रेड यूनियन का काम करते हैं वे आदमी अनुशासनहीन होते हैं । देश के जो डिमाक्रेटिक लोग हैं, उनको यह सोचना है कि ट्रेड यूनियन के लोगों के साथ यदि अन्याय होगा तो देश में—हिन्दुस्तान में डिमाक्रेसी मर जायेगी । इस झगड़े को दूर करना तभी सम्भव हो सकता है जब आप एक इंडिपेन्डेन्ट ट्राइब्यूनल बनाये और उसके सामने सारी बातें जायें, या मिनिस्टर साहब खुद इस मसले को अपने हाथ में लें और हर एक के केस को देखने के लिये और हर एक की बात को सुनने के लिये तैयार हों ।

मैं कहना चाहता हूं कि रेलवे मजदूरों के साथ जो न्याय होना चाहिये था वह होता पिछले सालों में तो वह हड़ताल न हुई होती जोकि ११, १२ तारीख की रात को हुई । मैं आज भी कहता हूं कि रेलवे मजदूरों के ऊपर होने वाला अन्याय बना हुआ है । आज ४, ६ और ८ सालों से रेलों में लोग म्पोरेरी बने हुए हैं जोकि कैजुअल वर्कर हैं । आज रलवे के लगभग ११ लाख मजदूरों में से १ लाख से ऊपर कैजुअल वर्कर हैं । उन के लिये आप ने वादा किया था कि आप उन को मंथली बेसिस पर कर देंगे जिस में कि उन को इतवार की छुट्टी मिल सके और पासेज का प्रिविलेज मिल सके, लेकिन आप ने उन को मंथली बसिस पर नहीं किया । इसी तरीके से फोर्थ क्लास एम्प्लाईज की प्रमोशन कमेटी की रिपोर्ट आने के बावजूद जो चतुर्थ श्रेणी के कर्मचारी हैं.....

Mr. Chairman: Your time is over now.

Shri P. N. Singh: I am the only spokesman from my party.

Mr. Chairman: He has got 20 minutes.

Shri Rajendra Singh: He lost five minutes for want of quorum; that may also be given to him.

श्री प्र० ना० सिंह : मैं कह रहा था कि फोर्थ क्ला के जो कर्मचारी हैं, जिन के लिये रेलवे मिनिस्टर ने फोर्थ क्लास एम्प्लायीज की प्रमोशन कमेटी के सामने बोलते हुए कहा था कि वे भी इस चीज को चाहते हैं कि नीचे के जो कर्मचारी हैं उन का इस तरह से प्रमोशन हो जिस में चतुर्थ श्रेणी से तृतीय श्रेणी में आ कर, तृतीय श्रेणी से द्वितीय श्रेणी में आ सकें और द्वितीय श्रेणी से प्रथम श्रेणी में आ सकें और प्रथम श्रेणी में आ कर रेलवे बोर्ड में भी पहुंच सकें, उन के लिये कुछ नहीं किया गया । जब तक हिन्दुस्तान के रेलवे मजदूरों

को आप इस बात का हक नहीं देते कि वे नीचे की लैडर से उठ कर रेलवे बोर्ड में बैठ सकें, तब तक आप रेलवे का नैशनलाइजेशन भले ही कर लें, लेकिन उस की एफिशिएन्सी कभी नहीं बढ़ पायेगी। इसलिये प्रमोशन कमेटी की जो रिपोर्ट आई है, उस पर आप को ध्यान देना चाहिये।

पिछले साल मैं ने ट्रेन एग्जामिनर्स के क्वेश्चन को यहां उठाया था। उस के ग्रेड को १८० रु० से ले कर २४० रु० तक करने की घोषणा गजट में की गई थी, लेकिन अब उसे १५० रु० से ले कर २४० तक करने की बात है। इस सिलसिले में माननीय मंत्री जी बतलाने की कृपा करें कि ऐसी गड़बड़ी क्यों हो रही है?

इस के साथ साथ मैं इस चीज को भी देखता हूं कि जहां तक यूनिफार्म का मामला है, खलासियों को साल में केवल एक यूनिफार्म मिलती है। लेकिन खलासी को, जोकि सब से ज्यादा मेहनत करता है, साल में कम से कम दो यूनिफाम तो मिलनी ही चाहियें।

इस के साथ एक और सवाल भी है। बम्बई के मजदूरों और कलकत्ते के मजदूरों का सवाल है। आज आप बड़े शहरों में कम्पेन्सेटरी अलाउंस देते हैं। जो लोग बम्बई शहर में काम करते हैं और रहते भी बम्बई शहर में हैं उन को कम्पेन्सेटरी अलाउंस मिलता है। लेकिन जो लोग काम तो बम्बई में करते हैं लेकिन रहते बम्बई के पास कल्याण में हैं, उन को छुट्टी के दिनों का कम्पेन्सेटरी अलाउंस नहीं मिलता। इसलिये ऐसा कोई नियम बनना चाहिये जिस से कि बम्बई के आस पास रहने वाले लोग जो बम्बई में काम करने आते हैं, अगर वे छुट्टी लें तो उन को भी सिटी कम्पेन्सेटरी अलाउंस मिल सके।

एक्स सर्विसमेन का सवाल भी उठता है जोकि नार्दन रेलवे के हेडक्वार्टर्स में आ गये हैं। उन का सवाल कई सालों से पड़ा हुआ है। वे कई सालों से एजिटेशन कर रहे हैं, कई सालों से मेमोरेन्डम दे रहे हैं, वे शिकायत ले कर मंत्री महोदय के सामने आते हैं, लेकिन बावजूद इस के अभी उन का मामला हल नहीं हुआ। सन् १९५० में एक सर्कुलर निकला था, यदि उस के मुताबिक आप एक्स सर्विसमेन का मामला तय करते और कोई रास्ता निकालते जिस से उन का मामला हल होता, तो बड़ी अच्छी बात होती।

इसी के साथ साथ एक चीज मैं आखिर में विशेष तौर से केटरिंग के सम्बन्ध में कहना चाहता हूं। केटरिंग के सिलसिले में हाउस के सामने कहा गया और इस को मंत्री जी ने भी स्वीकार किया है कि केटरिंग घाटे में चल रहा है। केटरिंग के दो भाग हैं, एक तो रेस्टुरां और रिफरेशमेंट रूम्स और दूसरा है बेंडिंग। हम देखते हैं कि रेस्टुरां और रिफरेशमेंट रूम्स में घाटा है जिस को पूरा करने के लिये आप बेंडिंग में दाम बढ़ा रहे हैं और इस प्रकार उस घाटे को पूरा करना चाहते हैं। आप देखें कि बेंडर्स से तीसरी श्रेणी के लोग ज्यादातर खरीदते हैं, और पहली तथा दूसरी श्रेणी के यात्री रेस्टुरां और रिफरेशमेंट रूम्स का उपयोग करते हैं। आप ने रेस्टरां और रिफरेशमेंट रूम्स में होने वाले घाटे को पूरा करने के लिए बेंडिंग के हर सामान का दाम बढ़ा दिया है। यह उचित नहीं है। रेलवे मंत्री ने कहा था कि यह केटरिंग नो लास और नो प्राफिट बेसिस पर चलाया जायगा। उसी के साथ साथ हम जो यात्रियों के लिये अच्छा खाना और कम दाम पर खाना देना चाहते हैं वह प्रयत्न सफल नहीं हुआ है। आप देखें कि हालत यह है कि जहां गवर्नमेंट का केटरिंग है वहां दाम ज्यादा हैं और जहां प्राइवेट केटरिंग है वहां दाम कम हैं। यह चीज अपनी जगह पर ठीक नहीं बैठती। होना तो यह चाहिये कि कि गवर्नमेंट बेंडिंग के दाम कम हों और दूसरे लोगों के ज्यादा हों, लेकिन ऐसा क्यों नहीं हो रहा यह बात समझ में नहीं आती।

[श्री म० ना० सिंह]

जहां तक केटरिंग मजदूरों का सवाल है उन की हालत अच्छी नहीं है । केटरिंग के मैनेजर आदि जो गड़बड़ करते हैं वह उन मजदूरों के ऊपर जा कर पड़ती है । जो ऊपर के आदमी हैं उन की जिम्मेदारी कम हो गई है । इस के अलावा इन मजदूरों को खाना नहीं मिलता । जो मजदूर केटरिंग करता हुआ बम्बई से दिल्ली तक आता है उस को खाना नहीं मिलता केटरिंग डिपार्टमेंट की तरफ से । उसे केवल तनख्वाह मिलती है और कुछ कमीशन मिलता है । सलिये आज केटरिंग मजदूर बहुत परेशान है ।

इस के अलावा फूड की क्वालिटी में जो तरक्की होनी चाहिये थी वह नहीं हो पाई है । हम यह नहीं चाहते कि गवर्नमेंट का केटरिंग बन्द हो जाय और वह निजी हाथों में चला जाय लेकिन हम यह चाहते हैं कि गवर्नमेंट यदि किसी काम को करे तो उस को वह काम निजी हाथों के मुकाबले ज्यादा अच्छी तरह करना चाहिये । यदि ऐसा नहीं होता तो देश में नेशनलाइजेशन के खिलाफ वातावरण बनता है । उस का लाजमी नतीजा होगा कि हिन्दुस्तान के अन्दर वे ताकतें मजबूत होंगी जो प्रतिक्रियावादी हैं और वे ताकतें कमजोर होंगी जो समाज के निर्माण के लिये समाजवाद की ओर अग्रसर होना चाहती हैं ।

इन चन्द शब्दों के साथ मैं रेलवे मंत्री महोदय से अर्ज करना चाहता हूं कि मजदूरों का मामला जोकि हड़ताल के बाद से पड़ा हुआ है उस मामले को जल्दी से जल्दी निपटाने की कोशिश करें ताकि नीचे के अधिकारी उन का विक्टिमाइजेशन न कर सकें । अभी नीचे के अधिकारी उन को विक्टिमाइज करने की कोशिश कर रहे हैं । ट्रेड यूनियन के कार्यकर्ता होने के नाते या ट्रेड यूनियन से सिम्पैथी रखने के कारण उन के विक्टिमाइजेशन का सवाल आता है ।

आखिर में मैं एक बात ट्रेड यूनियंस के रिकागनीशन के बारे में कहना चाहता हूं । इस मामले में भी बहुत गड़बड़ी हो चुकी है । व्यवस्था यह होनी चाहिये कि जिस यूनियन को चुना जाय उसी को रिकागनीशन दिया जाय । उन को बैलट द्वारा यह निश्चित कर लेना चाहिये कि कौन सी यूनियन रिप्रेजेन्टेटिव है और उसी को रिकागनीशन देना चाहिये । लेकिन जो पाकिट यूनियस हैं जिन में जा कर मंत्री लोग भाषण देते हैं और जिन का उद्घाटन करते हैं, उन को रिकागनीशन न दिया जाय । उन को रखने से मजदूरों का हित पूरा नहीं होता ।

इन चन्द शब्दों के साथ मैं आखिर में मंत्री जी रेलवे मजदूरों के लिये अपील करूंगा कि उनके मसले को जल्दी से जल्दी हल किया जाय और सहानुभूति के साथ हल किया जाय जिस से कि जो इधर उन के साथ अन्याय और जुल्म बढ़ा है उस में कमी हो सके ।

Shrimati Mafida Ahmed (Jorhat): Mr. Chairman, Sir, before placing my humble observations before the House, I wish to associate myself with the hon. Railway Minister in paying my compliments to our railwaymen for whose labour, skill and devoted services the Indian railways have achieved tremendous progress in recent years. When Parliament is discussing the railway budget and the hon. Members from different States are alive to ventilate the grievances of their respective areas, we the Members from Assam have got to express our grave concern at the growing insecurity of railway travel in that part of the country due to Naga depredations. According to press reports, all the night train have been suspended in Assam at present, and we are really disappointed at this news. The Naga depredation, as the House is aware, is not a new one. The trouble is continuing for decades, and last year, three railwaymen were killed when the hostiles fired upon a goods train.

Since then, the trains are running with armed protection throughout the disturbed areas. But it is possible to ensure safety by providing armed forces in the running trains? That is my question. I would also like to know whether Government are in a position to maintain security forces for an indefinite period.

I feel it is very, very difficult to ensure safety from firing by hostiles either from the hill-tops or from thick jungles, because the armed patrol inside the train will only reply to the firing of the raiders. It is just like using the umbrella after the rain is over. It is apparent from what is happening in the last few days. On the 10th February, two soldiers were injured when a running patrol train was fired upon on the Lumding-Mariani line. Another surprise attack was made on a running train on the Lumding-Badarpur section on the 25th February and the fireman received bullet injuries. The more surprising thing is that the hostiles stopped the train by placing sleepers on the track and then opened fire. I think this is only the beginning for the year, and we apprehend more danger in the coming monsoon.

As a precaution against these happenings, the railway authorities have done well in suspending the night services. But I want to point out to the House that last year, it was suspended for days and nights together for over a week and the impact of the disruption of the railway communications immobilised the road transport to some extent because the State Government had been compelled to ration petrol in Assam and the dislocation of essential supplies caused great hardship to the people of Assam.

At that time, a suggestion was put forward for a diversion line from the disturbed area and I take this opportunity to urge upon the Railway Ministry to take immediate steps to construct an alternative line starting from Silghat and linking a station in upper Assam. It is high time that the Government should consider this matter deeply and devise all possible means to keep the economic lifeline of the frontier State functioning normally. I earnestly hope that the hon. Railway Minister will throw some light in this respect and I wish that he would seriously consider it and will give us hope in his remarks when he winds up the debate.

But when I am speaking for a diversion line of the Lumding-Mariani route, I want to say it clearly that we are equally concerned with the hill section, namely, the Lumding-Badarpur line. I request the hon. Minister to take all effective measures, in co-ordination with the Defence Ministry, to protect the life and prosperity of the passengers travelling in that route. I think by introducing dieselisation in that sector the speed of the trains could be improved.

We are thankful to the Railway Board and to the Railway Ministry for what has been done so far for the improvement of passenger and goods traffic in Assam. Apart from the Bramaputra Bridge, the authorities have taken a bold and wise decision to construct another bridge on the turbulent river Jia-Bharali and to construct a railway line from Rangapara to North Lakhimpur. But many things are yet to be done. A large number of stations are still without the minimum basic amenities such as a shade on the platform, waiting room and proper arrangement of drinking water supply, etc. I would like to submit that when our whole planning is for the welfare of the rural population, priority for providing amenities should be given to the branch lines and small stations. Allotments should not be made on area basis or on the basis of dimension, but on the basis of necessity.

I am constrained to say that the line capacity of North-east Frontier Railway is to meagre in comparison to other railways. More and more line

[Shrimati Mafida Ahmed]

capacity should be created to cope with the growing traffic. If the railway authorities increase the line capacity of North-east Frontier Railway in a planned way, it can capture the entire tea trade of Assam. There is also large scope for carrying coal, timber, jute, etc. Over and above that, large scale movement of oil is expected in the near future. So, it is high time to start extensive works to develop line capacity. I hope these things will receive close attention of the Railway Ministry and the Railway Board.

Sir, the House has discussed much about inadequate supply of wagons and unusual delay in its movement. It is really something very peculiar that when we are not only self-sufficient in wagons, but we are in a position to export wagons to other countries, why we cannot cater to the needs of our own country? Due to delay of wagon movement to Assam, scarcity of foodstuffs is a common feature of that place. Recently we had sugar scarcity there only due to delay in placing wagons. It is a common complaint of the trading community that things cannot be lifted within the time-limit of the quota. The new broad gauge line from Khejuriaghat to Siliguri, when completed, will shorten the route and wagon movement from and to Assam will be improved. However, the railway authorities should give special attention to provide facilities for foodstuff consignments. Moreover, I want to say that wagons are the best liaison between the traders and consumers and needless to say it is an important factor of railway income. So, this matter should be considered seriously as the railway is going to lose short business routes as well as long routes.

Now I come to ticketless travel. Referring to ticketless travel, the hon. Railway Minister appealed to the Members of Parliament and the public to co-operate with him for its eradication. But I would venture to say that to combat the evil of ticketless travel, the Government should come forward with definite and firm measures. It is a simple fact that ticketless travel is the result of overcrowding. In our country, there are annual festivals every year which collect large congregations. In my opinion, the railway should foresee the large crowds of passengers during a particular festival or mela season. They should assess beforehand accurately the expected number of passengers on such occasions and should arrange to provide sufficient number of trains where traffic so warrants.

15·35 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Sir, I had the horrible experience of overcrowding and ticketless travel when I travelled from here to Assam *via* Barauni on 31st January this year. When the train was approaching Simaria (West) station, I found thousands and thousands of people—men, women and children—coming towards the train. The crowd began to swell larger and larger and the train was stopped by them every two or three minutes. The mob tried to get into the compartments and on the roof. The travelling passengers were threatened by all means to open the doors and the poor passengers were compelled to open their compartments. What struck me most was that I found not a single person of the Railway Protection Force nor a local policeman to control the mob. No railwayman came to give any help to the passengers. Truly speaking, there was absolutely no railway administration on that particular day in that particular section. The railway completely surrendered to the mob. Thousands of people got on the roof without any interference either by the railway staff or local police. I was quite upset and eager to know the reason why so many people were coming. Then somebody told me that it was Maghi Purnima day and people

were anxious to take bath in a nearby big river and hence such a situation arose. My argument in this regard is, when the Government are well aware of the mass mentality of our people, they should take timely measures to meet such situations.

I also feel that political and social leaders have equal responsibilities to educate the masses and to make preventive measures on such occasions. Apart from these annual featurs, overcrowding in our trains is a common sight throughout the year. I wonder why the authorities issue more tickets than the availability of the sitting accommodation. Is there any justification to increase the railway earnings at the physical and mental discomfort of the travelling public? I earnestly hope that the hon. Railway Minister would issue directive to all the zonal railway authorities to issue tickets only according to the accommodation available in trains. I think to eliminate overcrowding, this will be an effective remedy.

I have something to say about overcrowding of the Pandu-Tinsukia service of the North-east Frontier Railway. I believe the Railway Ministry is aware of the fact that in that section, three or more compartments are exclusively being provided for the military personnel. So, there is horrible overcrowding. More bogies should be attached to cope with the growing number of passengers there.

Sir, while participating in the railway budget debate, I am afraid I have gone too far from the budget proposals. However, I hope, that my humble suggestions will receive due attention from the Railway Board and the Railway Ministry.

Shri Supakar (Sambalpur): Mr. Deputy-Speaker, Sir, the hon. Railway Minister deserves congratulations for having a better performance this year than in the previous year. Statistics supplied to us give a very rosy picture of the performance of the railways not only so far as traffic is concerned, but also regarding other concerns like the Chittaranjan Locomotive Works, the Perambur Coach factory, etc. But there is one thing. The Railway Ministry is not fully aware of the fact that the country is developing at a faster pace than the railway is able to cope with the traffic, and the sooner they become conscious of the fact the better for the development of the country. I feel that the railway is not able to meet the demands of goods and passenger traffic in the country. Of course, the hon. Minister has come out with a plea that it is not possible for the railways to meet all the demands. That is true. But we must remember, at the same time, that the railway is a monopoly concern and there is no competitor and, in that sense, their responsibility becomes all the more greater.

When we come to the question of railway versus roadways we find that whereas the railway has so many advantages over the roads and whereas the railway gets the largest slice of the Plan allocation both in the Second Plan and the Third Plan and the roads are not at all developed as they should be, the railway is not able to meet half the demands which they are expected to meet. Not only they are not able to meet all the demands, they are not able to meet even those demands which are vital for the country.

In this connection, I will give only two illustrations. The most important illustration is the failure of the railway to meet the demands of the steel plants. We knew with very deep regret that two of the blast furnaces of Rourkela and one at Durgapur could not be commissioned, although they were completed many months back, on the ground or on the allegation that the railway is not able to supply them with coal and other necessary materials. This matter has been brought before this House on a number of occasions and we find an

[Shri Supakar]

explanation of this fact given in the report which has been circulated to us, "A Review of the Performance of the Indian Government Railways". I draw your attention to some statement on page 12. I will only quote one sentence which reads:

> "It may be mentioned that this category enjoys high priority and the actual requirements of the steel plants have, in fact, been carried, the shortfall being due to the demands materialising slower than anticipated."

From this it appears that the trains are rushing to the Ministry of Steel, Mines and Fuel. But when we ask the other Ministry they usually put the blame on the Railway Ministry. We are concerned not with which Ministry is to blame but with how to get things done. And when we find for months together things do not move and our expectations do not come to fruition, then we get disappointed and frustrated. This one illustration is about the carrying of goods traffic.

I will give another illustration about the inability of the railways to carry essential passenger traffic. The hon. Member who preceded me, Shrimati Ahmed, referred to one instance. I will cite another instance from Orissa. As you know, Orissa is the land of fairs.

An hon. Member: Fairies?

Shri Supakar: Not fairies; fairs. There are so many melas. At the time of the car festivals in the past there have been great rush at Puri. This year it was known that there was a special mela on the 27th February and we expected that the railways would make an honest attempt to carry as many passengers as possible to that holy place. But we find that many people had to be disappointed, and disappointed on the ground that there is not enough sheds for the trains to arrive and, therefore, many special trains had to be cancelled. Therefore, these things should be looked into and the Government should not be complacent on merely improving their performance of previous years and placing some statistical facts before us.

I now come to certain railway lines about which demands have been made from all parts of the House. Here I am speaking of the necessity of Orissa. You know, Sir, that last year in the month of August 1960 there were two serious floods in the east coast of Orissa which resulted in a huge loss to the railways on account of the fact that the line was completely disrupted in many places for several weeks, and both the passenger and goods traffic had to be diverted in a very circuitous manner. I do not know the extent of the loss incurred because when we put certain questions in the House we could not get any specific answer on this point. In order to meet such contingencies I think Government should do well to develop the line between Talcher and Rourkela. It is well-known that recently there has been an extension from Rourkela to a distance of about 42 miles. The distance between the other end, Domaro and Burswan and Talcher on this side is a distance of about 50 to 60 miles. If the railways connect that strip I think that would not only help the goods and passenger traffic but will be of immense help in times of high floods.

I now come to another small point. Though Calcutta and Delhi are connected by many special trains, we find that there is only one train that is convenient and good, and that is the Kalka mail which runs in the main line, grant chord line. All other trains that connect Delhi with Howrah take a very long time and all of them pass through the main line.

I feel that the Government should consider the desirability of having at least another mail train between

Howrah and Delhi so as to enable passengers to reach Delhi from Howrah either way quicker. The Government should provide some special bogeys for passengers from Cuttack to Delhi because we find that almost all the other State capitals have some direct connection with Delhi except perhaps the capital of Orissa.

One other point and I finish. That is about some personal matter of railway employees. As you know, the construction of Hirakud Dam began in 1945. At that time the Railways and other Government employees who were working under the Central Government were given some construction dearness allowance. The Railways provided that the staff at certain stations were to be given this construction allowance because the prices of things went up. But strangely enough though staff at stations at a distance of about 200 miles, like Rairangpur, Bolangir and Jharsaguda, were given the facility of construction allowance the staff at stations much nearer and at a distance of 8, 15 or 20 miles were not given that. Those people have been moving in this matter for the last ten years but without any effect. I hope the hon. Minister will kindly look into this matter.

Shri Ramakrishna Reddy (Hindupur): Mr. Deputy-Speaker, Sir, I take this opportunity of congratulating the Railway Ministry on its splendid all round development and efficiency. A compliment from a Congress Member may not be of much significance in view of the Opposition this year growing very eloquent to pay tributes to the Ministry for its efficiency and progress after independence. I would like to congratulate the Ministry specially for its general efficiency, passenger amenities, for putting up a number of fans, for the improvement of lavatories, for the introduction of sleeper coaches, for starting de luxe trains, for constructing third-class waiting rooms and for providing a number of amenities in them, for constructing a number of platform sheds, for broadcasting news at main junctions, for providing bath facilities for providing free service to clean compartments and for a host of other improvements and general amenities.

Coming to the other improvements I feel very proud to mention the locomotives that are coming out of the Chittaranjan factory and the coaches that are coming out of the Perambur Coach Factory. Any Indian can be proud of them. According to the reports of the railway administration, the railways are supposed to be the best bridgers in the world. It is also gratifying that the Railway Ministry is in a position to send its team of officers to West Asian countries for constructing railway lines there. It is really a matter on which all of us must be proud. Railway yards are developing increasingly everywhere. After independence these are countable developments in the railway administration for which we must pay our tributes.

Progress in a democratic set-up is slow compared to that in a dictatorial administration. Yet, the slow progress that is attained in a democratic set-up will be of a far-lasting utility and value than a spectacular achievement in a dictatorial administration. Everyone of us, one and all, must pay our unstinted tributes and must praise the Railway Ministry and the railway employees who saved the prestige and honour of the country with their co-operation in making the strike a failure.

But the progress made is not very sufficient in the south compared to that in the north. Out of total mileage of 35,000 and more not more than 10,000 miles of Railway line in South India. Injustice is meted out to the south. I join my hon. friends who have preceded me, specially Shri Imam of Mysore, Shrimati Parvathi Krishnan and other South Indian hon. Members in this regard. The demands of the south, at least to an extent,

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can be satisfied. In the pre-independence days for a very long time Madras was blessed to be the Southern Railway headquarters. But when I come to my own State of Andhra Pradesh, I feel really miserable to find how in between the south and the north we are squeezed. Unfortunately, Andhra Pradesh being a divided house, we are being exploited more and the weakness of our State is taken advantage of.

Leaving aside the general misfortune of Andhra Pradesh and coming to particularise, Rayalaseema, an entity of four districts, is a man forgotten and a God forsaken place. It is a land of famines, pestilence, draughts and what-nots? We have all the miseries. Here, when the ice in the Himalaya mountains melts, the rivers of the northern plateau flow with icy water, but it will not be an exaggeration if to impress upon the House I say that when the mountains of Rayallaseema may melt the rivers of Rayalaseema may flow with sand. It is an unfortunate situation. We have to go through sparse and remote distances for a rail connection. It is really a miserable thing.

I come from Hindupur. The condition in a particular *taluk*, Madaksira, is still more unfortunate. It exports arecanut and betel leaf as far as Bombay but has no rail communications. It is in a very unfortunate situation. Such being the case, I think the public of Rayalaseema and Andhra Pradesh may not pardon the negligence on the part of the railway administration unless adequate justice is meted out to us. You take the railway map of India. You find that there is so much density in the north that you do not have space even to write. But when you come to the middle part of India, there is sitting space on the railway map. It is in such a deplorable situation. I would therefore request the Railway Ministry to be a bit merciful to that part of the country which is so much neglected.

Coming to the reconstruction of zones, times without number hon. friends and colleagues from Andhra Pradesh have been urging for the creation of a separate zone for Andhra Pradesh. We have to deal with so many Railways, the Central Railway, the Southern Railway, the North-Eastern Railway. We have to deal with so many railway links and we have to approach so many centres for any rectification or remedial measures with respect to Andhra Pradesh. I think the Andhra Pradesh Government has also made its representation to the Railway Ministry, but I do not know why the Centre has taken a negligent view of it.

16 hrs.

You must be aware, Sir, that Andhra Pradesh has sent four Members unopposed to this Parliament, whereas the whole of the rest of India has sent only about eight people, that is, two from Bihar, two from Assam, two from Mysore, one from Madras and one from Madhya Pradesh. To Andhra Pradesh goes the credit of sending four Members unopposed, and it goes to the credit of Rayalaseema, a barren area of four districts, that it has sent two Members unopposed. But what are all the benefits that we have derived therefrom? The Members who have been sent unopposed have to sit idle. The general administration is woefully negligent towards us, and the presence of those people, who are well qualified people and double-degree holders, is not taken notice of and weightage is not given on the treasury benches.

Leave aside that. I am not very much particular about that. But Rayalaseema which is so barren and neglected, has contributed the highest intellectual here to preside over the destinies of this House, the hon. Shri Ananthasayanam Ayyangar, and the Congress President Shri Sanjeeva Reddy. We can be proud of it, and I would request the Railway Ministry

to take particular notice of this fact that these four districts of Rayalaseema which are woefully neglected have made this contribution.

Mr. Deputy-Speaker: Why is the hon. Member omitting himself?

Shri Ramakrishna Reddy: I would make this request to them that at least the reconstitution of the Zone may be considered very sympathetically. The Railway Corruption Enquiry Committee came to the conclusion that compact zones must be created. In their Nineteenth Report, the Estimates Committee have also come to the conclusion that there should be compact zones. And the progressive Russian country also have a zone for every three to four thousand miles of railway line, whereas in our country, all the four zones, namely the Southern Railway, the Northern Railway, the Western Railway and the Central Railway have each got more than five to six thousand miles of railways and the rest of the three zones have got only about four thousand miles of railways each. I would request the hon. the Railway Minister to create another zone for Andhra Pradesh with Rayalaseema as the headquarters. For Andhra Pradesh I am pressing only for the zone. The zone might be created on a compact basis in view of what I have submitted. Guntakal or Dronachalam as central places can be developed as zonal headquarters.

Coming to the railway lines, we have proposed a line from Chittaldrug to connect Mysore State *via* Madakasera, Hindupur, Kadiri and Cuddapah; then another line from Cuddapah to Chintamani *via* Rayachoti and Madanapalle; and then Nandyal to Cuddapah *via* Maidukur; also Kazipet to Ongole *via* Nagarjunasagar and Machrela. This will afford a lot of help for everybody in Andhra Pradesh. All these lines that I have suggested will not be too much for the Railways; they will come to only a few hundred miles. I think the Railway Ministry will be good enough to consider these points and see that adequate facilities are given to this very backward area of the country and not disappoint us in Plan after Plan.

I listened to Shri Asoka Mehta's speech yesterday. It was really beautiful! We thought that he was only an economist; but I feel now that he is a capable advocate and lawyer also to represent facts. He said that South India may not be given more facilities for railway lines because they are switching on to buses! Switching on to buses is quite a different matter. People are taking to buses there because they are properly managed. There is private incentive. But so far as the Railways are concerned, the officers are very callous, they do not care about their duties. They look only to their monthly salaries and forget their duties. Proper administration is not maintained; the tempo of administration is not maintained. The public in these sparse railway links do not get proper facilities. So people take to bus journeys. I wish our Deputy Minister had only travelled on the portion of the line from Pakala to Dharmavaram. It is a wonderful line. There is a saying in our parts that a lady who is pregnant may be recommended to travel by railway from Pakala to Dharmavaram and she would at once have an easy delivery! Such is the woeful state of the line. Improvements can be made here by running improved additional trains, shuttle trains, mixed trains and opening new railway lines even on loss.

Mr. Deputy-Speaker: Is that a suggestion to the Deputy Minister, to travel by that line?

Shri Ramakrishna Reddy: No, Sir. I was saying that he would then have the experience, because recently he came to my area, and I know that he knows throughly about my area.

Then I want to say something about overcrowding in the railways on these lines. Now we have a self-sufficiency

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of locomotives as well as a self-sufficiency of coaches. Therefore, more trains can be put, or at least more compartments. If this is done, overcrowding can be reduced to a certain extent. Coordination between Railway Police and Railway Administration staff has to be developed a great lot.

I would also like to mention that the representation of Andhras in the railway services is not quite adequate and in proportion to the population or the importance of the Pradesh. Railway Corruption Enquiry Committee also recommended recruitment to services on regional basis. The headquarters of the Railway Service Commission are located at Allahabad, Calcutta, Bombay and Madras. Human nature being what it is, wire-pullings and influences are felt more in the areas which are surrounding the headquarters and are nearby; so much so, that if Andhra Pradesh has a zone of its own it will have adequate facilities to absorb the personnel and greater justice can be done to Andhras. I therefore request that a separate railway zone must be allotted for Andhra Pradesh and greater number of people absorbed in the railway services.

Shri Muhammed Elias (Howrah): Many Members who belong to the opposition have already spoken about the trade union rights of the railway employees and the post-strike situation which is prevailing in the various departments of the Indian Railways. I do not want to take much time by repeating all those things. In spite of the assurances given by the Minister, not only the Railway Minister but other Ministers also, that there will be no victimisation for mere participation in the general strike. But what is going on in different places is a very regrettable thing. Because, the railway authorities in various places are very revengeful. Their attitude is not so good and not so helpful to improve the relations between the employees and the authorities. The employees are being unnecessarily harassed. I have got a lot of material, especially from Eastern Railway and South-Eastern Railway, which I have already sent to the General Managers concerned, but I have not yet received any reply from them.

One single example, as my friend has said just now, is that in spite of the award given by the Pay Commission, the rise in the pay scale of train examiners from Rs. 180 to Rs. 240 has not been implemented. Rather, the authorities concerned have implemented it in this way, namely, to decrease the scale from Rs. 180 to Rs. 150. In this way various things are taking place in spite of the Railway Minister's assurances.

Here are the figures in reply to my question on the 24th of last month. The Deputy Minister said that in Eastern Railway and South-Eastern Railway many cases are still hanging fire.

Shrimati Ila Palchoudhuri: Was it because they joined the strike that the pay scale has been reduced?

Shri Muhammed Elias: They have joined the strike. That is why the Government is giving them punishment. They were told several times that there will be no punishment. Various Ministers, even the Labour Minister stated that they would not take any revengeful action against those employees who have taken part in the strikes.

An Hon. Member: Not all.

Shri Muhammed Elias: I would say to the Minister that if this attitude is being taken by the authorities concerned, if the Government does not follow the proper policy, the relations between the employees and the authorities cannot improve.

We are completing the Second Five Year Plan. Now, we are on the eve of the Third Five Year Plan. We want that the workers should work property so that the Five Year Plans could be fulfilled and our economy

could be developed. How could this be done? Do you want it at the point of the dagger or at the point of the bayonet? That cannot be done. Unless and until proper enthusiasm is created among the employees and the workers, the full co-operation of the workers and employees cannot be had and the economy cannot be built. The workers cannot work enthusiastically. In order to have their co-operation, you should help them to build up a healthy trade union movement. There are innumerable examples in our country. Wherever unions are recognised, wherever a healthy trade union movement is prevailing—whether these unions are controlled by the Communists or by the P.S.P. or by the Congress, does not matter—it has helped the employers, it has helped to increase production and to build up our economy. Everybody will agree with this. The Railways is the biggest industrial concern in this country. If these pitiable conditions prevail, we shall not be able to have the co-operation of workers and employees and we shall not be able to build up our economy properly.

What is the difficulty of the Railway Ministry and the Railway Board in recognising the Chittaranjan locomotive factory workers' union? These workers are surpassing the target of production. They are working so wonderfully and so nicely. Why should not their union be recognised? They have been agitating for the last five years for the recognition of their union. If this union is recognised, they will work more and good relations will be established. All the disputes can be easily settled and there will be no discontent among the workers in the Chittaranjan locomotive factories. Although their union is not recognised, they are working well. What I mean to say is, if their union is recognised, they will work more and ethusiasm will be created for them to work more. Every year, the hon. Minister speaks about the amalgamation of the two Federations. This time, he has not said anything about that. He has only said that staff councils are functioning properly. He has said in his speech that nearly 200 staff councils are functioning. I can say, there are many staff councils which are not functioning at all. The workers have no proper channel to put their grievances before the authorities. My hon. friend Shri S. M. Banerjee has referred to this. That is why Members of Parliament have to write a number of letters to the Ministers and General Managers, and other authorities concerned. Most of the time, a one-line reply is received: your letter is received and the matter is being looked into. Nothing happens. Very little result is got by writing all these letters although hon. Ministers have assured us that if hon. Members write, we shall look into the matter and take proper action. There are many examples. I have got a lot of papers here. Letters have been sent to the Ministers and the Managers concerned. No reply has yet been received by us.

Mr. Deputy-Speaker: He is not placing them on the Table of the House?

Shri Muhammed Elias: No; I am not placing.

Shrimati Parvathi Krishnan: The letters have been sent to the authorities and Ministers. These are only true copies.

Shri Muhammed Elias: I have got them to show you.

Mr. Deputy-Speaker: I was only afraid that they may be too heavy for the Table.

Shri Muhammed Elias: I will not trouble you by placing them on the Table.

Then, I shall come to a point which I have been raising in every one of my speeches on the Railway Budget, regarding nationalisation of Light Railways. Whenever I raise this question, the hon. Minister only says one thing, that the policy of the Government is not to nationalise the Light Railways although they have nationalised the Barsi Light Railway. I am

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speaking especially about the Howrah-Amta Light Railway, and Howrah Shiakala Light Railway. These railway lines were laid about 80 years ago. At that time, the number of passengers was only 8 lakhs. It has increased from 8 lakhs to 59 lakhs. But, the carriages, the trucks are the same. There is no increase at all. The passengers have to suffer enormous difficulties. If you go there at any time, you will find that are passengers are travelling on the roof, and on the foot-boards. The speed of the main is only 10 miles per hour. The train takes three hours to go from Howrah to Amta or from Howrah to Shiakala. In this modern age, when people are travelling thousands of miles per hour, here is a Railway line where trains run only 10 miles per hour. It is sheer wastage of the time and energy of the people of that locality. They have got no alternative conveyance which they can use. Only this Martin Railway is there. Several times, the people of that locality have approached the Railway Ministry to nationalise this. One or two committees also have been set up, and they have given a report. But, no action has yet been taken. The Railway authorities are only interested in making huge profits. In spite of their huge profits, they increase the fares. This time, due to the introduction of the metric system, they have increased the fares in such a way that nearly it is double that in the Indian Railways. I may give one or two examples. From Howrah to Shalap, a distance of 10 kilometres, the Martin Railway monthly fare has been increased to Rs. 5·60. For the same distance, from Howrah to Uttarpara, 10 kilometres, the monthly fare is only Rs. 3.61. For a distance of 14 kilometres, from Howrah to Ramakrishnamati, the Martin Railway fare is Rs. 7.70. For the same distance, from Howrah to Konnagar, in the Indian Railway, the monthly rate is only Rs. 5.12. I can give many examples. I do not want to take the time of the House. In this way, the company is making enormous profits. This year, —here is the balance sheet—they have declared a 6 per cent dividend. Even though they have increased the fares, the hon. Deputy Minister Shri Shahnawaz Khan has stated that this Railway is running at a loss and that is why they have increased the fare. In reply to my question, in the last session, he has replied in this way. That is why I have brought all these materials to show that the company is not running at a loss. They are running at a profit. They have declared a 6 per cent dividend this year. I would request the hon. Minister too look into this matter. Howrah is the biggest small-scale industrial centre not only in India, but in Asia. It is the biggest engineering industrial centre in India. Every day, factories are coming up. In Howrah town, there is no place at all. They have to go outside Howrah town. How will they go and how will they run the factories when there is no conveyance? Only the Martin Railway is there. How will the employers go and build factories? If this is nationalised and modernised with electrification and dieselation, I can say that expansion could be done very properly and very quickly. New factories can come up, and the congestion in Howrah and Calcutta town can be greatly reduced. If the train covers these 30 miles in half an hour or 45 minutes, people will not live in town, they will go to the countryside. Thus, Howrah and Hooghli districts can be developed properly. It will bring a large amount to the exchequer, and be beneficial to the people and the country if this railway line is nationalised.

The people are very much doubtful of the stand taken up by the Government not to nationalise this railway line. I shall quote one letter. The people damanded the opening up of the road which had been constructed as a national highway about six years ago. They approached the Government of West Bengal that buses should be allowed to ply on it, so that their suffering could be reduced, but the

West Bengal Government in their letter No. 453-WT|TIB-224|58, of 31st January, 1959 has said:

> "As regards the question of plying buses and heavy vehicles on Howrah-Bomjur-Amta road, I am to say that in order to avoid unhealthy competition between road transport services and Railways, Government decided not to issue stage carriage permits on routes running parallel to Railways without prior consultation with the Railway Authorities concerned. A restriction prohibiting the plying of heavy goods vehicles on Howrah-Domjur Road beyond Baltikari has also been imposed for safeguarding the interest of the Railway Authorities concerned."

This railway is controlled by one of the biggest industrialists of the country, Sir Biren Mukerjee, and that is why the Government is very much afraid of touching it. He is a very rich man, and his interests will be affected of this Railway line is nationalised. That is why Government is not touching it, and allowing this railway to exploit the people and the workers. They are damaging the interests of the country. That is why I urge upon the Government of look into this matter and take necessary action, and nationalise this railway line and modernise it.

There are two or three other small things. The Shalimar Marine Workshops which had been functioning very well for the last 80 to 90 years, has been suddenly closed down by the Railway Board, and the workers have been transferred to Kharagpur. This workshop had been maintained for repairing wagon carrying steamers plying between Shalimar and Garden Reach, but this steamer service was stopped some years ago after the construction of the Wellingdon Bridge. This factory was producing axle boxes and many other parts, but suddenly the Railway Board has closed it down. They are placing orders with various private factories for production of exle boxes etc. which can also be produced in this factory by the highly skilled workmen of this factory. I cannot understand the meaning of closing down this factory. I request the Government to look into this matter, so that this factory is reopened and remodelled, so that it can produce the required materials for the Railways.

(I wish to pay a compliment to the Railway Minister. So, you may please allow me one minute.)

Mr. Deputy-Speaker: I have no special preference for compliments.

Shri Muhammed Elias: Only one minute, Sir.

He has mentioned in his speech that nearly 26 co-operatives have been organised on the Indian railways. It is a very good thing. This must be encouraged. The number of co-operatives should be increased, so that the contractors cannot get any opportunity. The system of recruiting contractors is the root of corruption. Every time many same contractors get order in spite of a higher quotation than other new contractors who want to enter in the field. If co-operatives are organised, and all these works are given to them, the workers will also be benefited, the railways will be benefited, and corruption will be abolished. It will be a very good thing for the Government and railways to encourage and develop co-operatives, as there are done in Sweden and other Scandinavian countries, of which I have personal knowledge. Huge big factories are being run there on co-operative lines by workers. That can be done here also.

Wagon-breaking is also a very important thing, but I have no time to speak about it.

Mr. Deputy-Speaker: It was important, and therefore it was left to the end?

Shri P. R. Patel.

Shri P. R. Patel (Mehsana): On the floor of the House we have heard many suggestions for new railway lines from all regions, from all States, and I would like to add one more to them. All the suggestions were made without suggesting how to get the funds, but I am making a suggestion with the way to find the finance.

Shri Surendranath Dwivedy (Kendrapara): Alternative Railway Budget?

Mr. Deputy-Speaker: I thought he was offering.

Shri P. R. Patel: Yes, Sir. I am offering.

It has been decided to link Udaipur with Himmatnagar. It is good decision. I may tell you that very recently rowdism was indulged in when one of our hon. Ministers was there. I think rowdism should not be allowed to pay any dividend to anybody. The decision that has been taken, I hope, will be implemented without delay.

I am suggesting that Himmatnagar be joined with Vijapur, a tract of only 12 miles. Naturally, there is the question; where is the finance? I would request the hon. Railway Minister to refer to Audit Report, Railways, of 1959. I am reading a few lines from that:

> "Meanwhile it came to light that the ex-Baroda State Government had made over at the time of merger a sum of Rs. 112.7 lakhs in the form of a reserve fund to be utilised *inter alia* for capital improvements, extensions and developments exclusively of the Baroda Railway system."

Vijapur is on the ex-baroda railway system. For the extension of the line from Vijapur to Himmatnagar, that amount can be used. The amount was placed in the hands of the Central Government on 1st May, 1949, and I think during these twelve years the interest accrued on it would be at least half the original sum. So, an amount of about Rs. 160 lakhs is with the railway administration. I hope this amount will be used in the ex-Baroda territory for the extension of the ex-Baroda railway as per the terms of the fund.

Bhildi is on the Kandla-Deesa section. It is a junction joining Rajasthan with Gujarat. Bhildi can be linked with either Patan, Harij or Becharaji, which would be a tract of only about 30 miles. This way we can join Udaipur with Gujarat, and the passengers travelling on this line can straightaway go to Rajasthan, Marwar Junction and Bikaner too. My submission is that thereby we will be able to ease overcrowding between Ahmedabad and Ajmer.

The overcrowding is so much and it would be very difficult for me to give a description of the overcrowding between Ahmedabad and Ajmer. I think the Railway Administration will agree with me that there is need to run an extra train on this route. But even though this demand has been made, it has not been conceded so far, and the reason given is that we cannot run more passenger and goods trains than they are running at present. If Himmatnagar is not connected with Vijapur, and directly to Bhildi,—because there is already a railway track between Vijapur, Bechraji and Harij then the overcrowding would be much more, and it would be beyond the capacity of the railways to carry the passengers.

I know that about five years back, when Shri Tulsidas Kilachand represented my district, the hon. Railway Minister gave an assurance that there will be a double line between Ahmedabad and Mehsana. I think they are true to their promise. A double line is already constructed between Ahmedabad and Kalol, but from Kalol to Mehsana, no progress has been there. This line was to be completed during the Second Five Year Plan. I would

request the hon. Minister to look into this matter. Without a double line, the present overcrowding could not be eased and more trains could not be run. So, it would be in the interests of the Railway Administration to complete the double line. The overcrowding is so much that the passengers have not only to stand but they become packed as if in the 'Black Hole of Calcutta'—of course, that is an imaginary thing, as the present history tells us; the fact is that the passengers are actually packed. Many times, I travel in third class, even today, and I see the conditions of the third class passengers myself.

If we look to the figures, the earnings that we get from the third class passengers are much more than what we get from the first, second and air-conditioned class passengers. The total income in 1957-58 from passenger fares was Rs. 1,20,05 lakhs. Out of these, the third class passengers gave us Rs. 1,06,64 lakhs. Now, let us see the figures for 1959-60. The total that we earned from passenger fares was Rs. 1,26,50 lakhs. Out of these, the third class passengers paid us Rs. 1,12,77 lakhs. So, my submission is that most of the income that we get is from the third class passengers, and yet we look to the amenities of the first class passengers and air-conditioned class passengers. I think we must look to the amenities of the passengers who pay us more.

There are certain other things also that I would like to urge. On my side, even at my place, Kadi, on the Bechraji-Kalol line people have been requesting the Railway Administration to give them a platform shed.

So many passengers come and so many go. Also on fair days, people go to Bachhraji. But this small request is not heeded. My submission is that the railway authorities should look into such matters and provide platform sheds at small stations and not look only after Delhi, Bombay and Ahmedabad.

It has been said on the floor of the House that the employees are victimised and trade unions are not recognised. I am not in favour of victimisation or any such thing. But what does our experience tell us? If the last general strike had succeeded, what would have been the condition of our country? Those political workers who instigated the strike thought that they would capture the Government by paralysing the Government and the whole country. They could not succeed. Now these are the persons who are complaining of victimisation.

An Hon. Member: He is a new convert.

Shri P. R. Patel: However, I would plead with the Railwoy Administration that after all, we should be very liberal. I know of two cases in the Mehsana section. I think liberal treatment requires to be given. At the same time, I wish that the Government should be rather alert and awakened to see that there is no strike in future and no organisation, whether it may be a trade union or any other union, is recognised which talks of strike or encourages strike. We do not want any unions which would come in the way of the development of the country and peace and order in the country.

16.37 hrs.

[MR. SPEAKER *in the Chair*]

I know of the achievements of the railways, but before I speak on them, I would admit one thing. When we got independence, the railways—the track, locomotives and all those things —were in such a condition that we were in a very unenviable position. Tracks were worn out or removed and sent to Mesapotamia, wagons and coaches were sent abroad and engines were taken away. We were very poor in these matters. But during the last ten years, we shall have to admit that we have made progress. We are manufacturing engines, coaches,

[Shri P. R. Patel]

wagons and so many other equipments. We are just on the verge of self-sufficiency. This is not a small thing. If we do not give credit to the Railway Administration for this, I think we will be failing in our duty. I congratulate the Railway Administration on these achievements. I have been to Madras and have seen the Integral Coach Factory. I must admit that it is doing very well. At the same time, I will fail in my duty if I do not bring certain things to the notice of the Administration.

The investment that we have made on the railways is very huge. And, in these last 10 years we have been adding more to our investments. It has gone up to Rs. 173,912 lakhs. Do we get sufficient income, looking to the investment? My submission is that we do not get the income that we should get, whatever be the reasons. This is our monopoly concern. No doubt it is a concern which does service to the people. But that does not mean that it should cease to be a commercial concern. We should try to earn more from this. The reason why we do not earn is that the expense ratio is very high.

If you go to any station, to any department, you will find that there is huge expenditure, more persons than required for the job. The Railway Administration should look into this and make the concern earning.

When there are demands for more tracks, it may be said that in our country we have got the longest route mileage. It comes to 34,487 miles. But looking to the area of our country, the number of sq. miles, which is 12,59,797, according to my calculations, it comes to 2·7 miles per 100 sq. miles.

Shri S. M. Banerjee (Kanpur): In terms of kilometres?

Shri P. R. Patel: So, that is not much. We should have more lines. Every attempt should be made to extend our railway lines and to give more service to the people; at the same time, it should be efficient service.

श्री र० द्रौ पाटिल (भीर) : अध्यक्ष महोदय, आपने जो मुझे बोलने का मौका दिया इसके लिए मैं आपको धन्यवाद देता हूं ।

मैं एक ऐसे पिछड़े इलाके से चुना गया हूं कि उस इलाके में बिल्कुल रेलवे नहीं है । मैं जिस कांस्टीट्यूएंसी से चुन कर आया हूं वह इलाका बहुत पिछड़ा हुआ है । वह मराठवाड़े का हिस्सा है । मराठवाड़ा वह हिस्सा है जो सैकड़ों साल से निजाम के मातहत रहा । उस वक्त उसकी प्रगति की कोई गुंजाइश नहीं थी । भारत आजाद होने के बाद भी उसको आजाद होने में कुछ दिन लगे और भारत सरकार ने जो पुलिस कार्रवाई की उसके जरिए से हम आजाद हो गए । उस वक्त दो साल मिलिटरी का राज्य रहा । उस वक्त कोई प्रगति की गुंजाइश नहीं थी । बाद में चुनाव हो गये और चुनाव के बाद कुछ मांगें पेश करनी थी लेकिन उस वक्त भी रिआरगेनाइजेशन की वजह से मराठवाड़े को प्रगती के लिये मांग करने की कोई गुंजाइश नहीं मिली । बाद में फिरते फिरते इस वक्त यह इलाका महाराष्ट्र में है । वहां के चीफ मिनिस्टर थोड़ी बहुत गुंजाइश दे रहे हैं, लेकिन वह ऐसा इलाका है कि वहां के काश्तकारों को अपना उत्पादन बढ़ाने के लिए और उसे अच्छे मारकेट में ले जाने के लिए कोई सहूलियत नहीं है । मेरा डिस्ट्रिक्ट ऐसा है कि उसमें एक माइल की भी रेल की लाइन नही है । चुनाव के वक्त लोगों की यही मांग थी कि हमारा मेम्बर पार्लियामेंट में जाने के बाद पहली मांग यही रखे कि हमारे यहां रेलवे की गुंजाइश हो । मुझे तो यही खास कर रिक्वैस्ट करनी है आनरेबिल मिनिस्टर से ।

रेलवे उपमन्त्री (श्री साहूनवाज खां) : वह कौनसा डिस्ट्रिक्ट है ।

श्री र० हों पाटिल : वह मराठवाड़े का मीर डिस्ट्रिक्ट है । वह इलाका बहुत पिछड़ा हुआ है । वहां पर जो लोग अपनी मेहनत से पैदा करते हैं उसको मारकेट में ले जाने की बिल्कुल गुंजाइश नहीं है । वहां के लोग बम्बई के मारकेट में अपना माल ले जाना चाहते हैं लेकिन ऐसा नहीं कर सकते । उनके पास इसके लिए कोई सहूलियत नहीं है । इसलिए आनरेबिल रेलवे मिनिस्टर इसके ऊपर खास करके ध्यान दें । वहां पर एक छोटी बड़ी कोई लाइन लगा दें तो बहुत अच्छा हो । वैसे तो हम चाहते हैं कि पूना से नांदेल तक वाया बीर एक लाइन हो, लेकिन अगर यह न हो सके तो कम से कम अहमदनगर से परली तक वाया आष्टी भीर एक लाइन बना दें । तीसरी पंच-वर्षीय योजना में जल्दी से जल्दी इसका सरवे करा कर इसको बनाने की कोशिश की जाए । मेरी दूसरी कोई मांग नहीं है । मैं हाउस का ज्यादा वक्त नहीं लेना चाहता । मैं तो खुद मेहनत करने वाला काश्तकार हूं और बगैर पढ़ा लिखा हूं । मेरे जिले के लोगों की यही आशा थी कि हम में से कोई आदमी चुन कर जाए और हमारी यह तजवीज भारत सरकार के सामने रखे और खास कर आनरेबिल रेलवे मिनिस्टर से मारूजा करे कि हमारी पहली मांग रेलवे लाइन की है । छोटी बड़ी कैसी भी लाइन आप अहमदनगर से परली तक बना दें । अगर यह न हुआ तो हम समझेंगे कि कुछ नहीं हुआ । मैं लोगों को आश्वासन देकर आया हूं कि मैं उनकी मांग को भारत सरकार और आनरे-बिल रेलवे मिनिस्टर साहब के सामने रखूंगा यह मकसद मेरा पूरा हो गया । मैंने उनकी मांग आपके सामने रख दी । आप समर्थ हैं और इस काम को कर सकते हैं, आप नहीं करेंगे तो हम और किस के पास अपना मारूजा लेकर जायेंगे ।

मैं जिस इलाके से आया हूं वहां के लोग अनपढ़ हैं पर मेहनत करने वाले हैं । लेकिन जो सरमाएदार देहातों में हैं वे उनको फंसा लेते हैं । मारकेट अपना माल ले जाने की सहूलियत नहीं है और एक छोटा काश्तकार अपने माल को इतने दूर के मारकेट तक नहीं पहुंचा सकता और इसलिए कम दाम पर गांव के सरमाएदार को बेच देता है । तो यह मराठवाड़ा का बहुत पिछड़ा हुआ इलाका है । इसको कई राज्यों में चक्कर काटना पड़ा है । और अब आजाद होने के बाद वहां के लोगों की पहली मांग रेलवे लाइन की है । दूसरी चीजें भी हमें मिलती जाएंगी । महाराष्ट्र के चीफ मिनिस्टर हमारे लिए कुछ कर रहे हैं लेकिन इतना बड़ा काम तो वे नहीं कर सकते क्योंकि इसका बड़ा खर्चा है । इसलिए भारत सरकार के जरिए ही यह काम होने वाला है । रेलवे मिनिस्टर साहब इसको कर सकते हैं । यह मेरे बड़े भाग्य हैं कि इस वक्त रेलवे के तीनों मन्त्री यहां मौजूद हैं और स्पीकर महोदय भी बैठे है । तो मेरी प्रार्थना को आप पूरा करें । हमारा इलाका बहुत पिछड़ा हुआ है । मैं समझता हूं कि हमारी मांग जरूर पूरी होगी । इससे ज्यादा मुझे कुछ नहीं कहना है । मैं चाहता हूं कि इस लाइन का जल्दी से जल्दी सरवे कराया जाए । ज्यादा वक्त लेना मैं नामुनासिब समझता हूं क्योंकि और बहुत से पढ़े लिखे लोग बोलने वाले हैं ।

मुझे जो इजाजत मिल गयी बोलने के लिए तो मैं इतना ही कहना चाहता हूं कि खास कर भीर डिस्ट्रिक्ट के बारे में सोचें और नक्शा देखें कि वहां के लोगों को कैसे सहूलियत मिल सकती है । वहां के लोग रेलवे के बगैर बड़े बेजार हैं और परेशान हैं ।

इसलिए अहमदनगर से परली तक वाया आष्टीविड़ एक रेलवे लाइन बिछाने की कृपा की जाय । ऐसा होने से वहां की गरीब जनता आनरेबुल चीफ मिनिस्टर और साथ ही साथ हमारे रेलवे मन्त्री महोदय का बहुत शुक्रिया अदा करेगी । बस और अधिक न कहते हुए मैं अपनी बात समाप्त करता हूं ।

Shri Manay (Bombay City Central—Reserved—Sch. Castes): I propose to deal with the grievances of labour in general and the Scheduled Caste and Buddhist employees of the railways in particular, but before doing so, I wish to draw the attention of the Railway Minister to certain problems of Maharashtra State and about a new line in Mysore State. Regarding Maharashtra, the demand for this Konkan railway, which used to be known as the Diva-Dasgaon railway, was put up many, many years ago, and all the predecessors of the present Railway Minister had promised that the railway would be laid up to Dasgaon. Not only that, in the second Five Year Plan it was promised; that before the second Five Year Plan period was over, the Konkan area will get the Diva-Dasgaon railway.

At page 10 of the Railway Minister's budget speech, the Railway Minister has been pleased to refer to this Konkan railway in these words:

"Final locations of Diva-Panval, Uran.....are in progress."

I fail to understand how, instead of Dasgaon, this *Uran* has come in. To give you an idea about it, I may mention this point that there is a vast distance between Dasgaon and Uran that even if the railway is extended up to *Uran*, it will not solve the problems of the Konkan people. This railway has found its place in the Plan after deliberations, after representations, after the Government of India in general and the Railway Ministry in particular having been convinced of the need of Konkan people to have this railway. After doing so much, I am greatly surprised to find that the promise has not been kept. The promise was that the railway line should be up to Dasgaon, but now the hon. Railway Minister, in his speech, has mentioned that the final locations of Diva-Panvel-Uran are in progress: that is, the line is up to Uran only. Some of the words which the Railway Minister has used in relation to this line have been mentioned in the Third Plan. I only hope that this railway up to Dasgaon will be an accomplished fact at least before the end of the third Plan. This is the expectation and the feeling of the people of Konkan.

Now, I come to the second aspect, namely, the new lines in Mysore State.

Mr. Speaker: Is it not possible to have a railway line all along the west coast, from Bombay to Cape Comorin?

Shri Jagjivan Ram: Nothing is impossible provided the resources are available.

Mr. Speaker: If there is a huge mountain and so if it is abnormally costly, it may be impossible.

Shri Jagjivan Ram: It is a very difficult area, but our engineers are in a position to do that, provided we have the necessary resources.

Shri B. K. Gaikwad (Nasik): It is a neglected area; in that whole part, you will find that there are no railways.

Shri Manay: I appreciate the point of the hon. Railway Minister that the place is a mountainous one and maybe from the financial point of view, it may cost more. But at the same time, one point to be appreciated is that this demand has been there since the last thirty years and the hon. Railway Minister and his predecessors had agreed that they would give the railway line up to Dasgaon. Not only that; engineering survey and all sorts of surveys were made and if I may say so, even some provision was made to have the railway line up to Dasgaon. But I do not know what happened in between, because Dasgaon is dropped and it is stated here that it would be only up to Uran. That was the point I was making out.

Another demand is for a railway line in Belgaum district from Nipani to Raibaug. The distance is only 30

miles and another point is that it is a plain land. The people of Nipani want this railway line for many justifiable reasons. Firstly, this taluk has a popuation of 3 lakhs of people. Throughout India, nowhere you will find a taluk where 3 lakhs of people are residing. Besides, this is a commercial place and a very important business centre in Belgaum district. Tobacco is the product which we export and we get foreign exchange also. This is a place where there is tobacco and it should get a railway line to help the mercantile community to send more tobacco from this place conveniently by rail.

Mr. Speaker: The hon. Member might continue on the next day.

17 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Saturday, March 4, 1961/Phalguna 13, 1882 (Saka).

[*Thursday, March 2, 1961/Phalguna 11, 1882 (Saka)*]

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891	Scientific equipments for educational institutions	2684-85

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(1) A copy of the Madhya Bharat and the Bhopal Muslim Wakf Boards (Dissolution) Order, 1961 published in Notification No. G.S.R. 117, dated the 28th January, 1961, under sub-section (6) of Section 66A of the Wakf Act, 1954.

(2) A copy of each of the following Notifications :

(*i*) G.S.R. No. 187 dated the 18th February, 1961 under sub-section (4) of Section 43B of the Sea Customs Act, 1878.

(*ii*) G.S.R. No. 188, dated the 18th February, 1961, making certain further amendments to the Customs and Central Excise Duties Export Drawback (General)Rules, 1960, under sub-section (4) of Section 43B of the Sea Customs Act, 1878 and Section 38 of the Central Excise and Salt Act, 1944.

(3) A copy of the Lok Sahayak Sena (Amendment) Rules, 1960 published in Notification No. S.R.O. 406, dated the 3rd December, 1960, under sub-section (3) of Section 11 of the Lok Sahayak Sena Act, 1956.

PAPERS LAID ON THE TABLE—*contd.*

COLUMNS

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE . . . 2689—94

Shri Muhammed Elias called the attention of the Minister of Law to the difficulties faced by Bengalis residing in Assam in regard to their enrolment on the Voters' List.

The Minister of Law (Shri A. K. Sen) made a statement in regard thereto.

RAILWAY BUDGET—GENERAL DISCUSSION . 2694—2804

Further General Discussion on the Budget (Railways) 1961-62 continued. The discussion was not concluded.

AGENDA FOR SATURDAY, MARCH, 4 1961/PHALGUNA 13, 1882 (SAKA)—

Further General Discussion on the Railway Budget, 1961-62 and consideration of Private Members' Resolutions.

GMGIPND—LS|II—2046 (Ai) LS—14-3-61—900.